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DEATH OF HORACE W. PRATT.

The Northwest has lost another enterprising grain dealer who was prominently connected with the grain trade—Horace W. Pratt of Minneapolis. This is the third citizen of that place, prominently connected with the grain trade, who has died during the past twelve months, A. J. Sawyer and Fred C. Pillsbury being the other two.

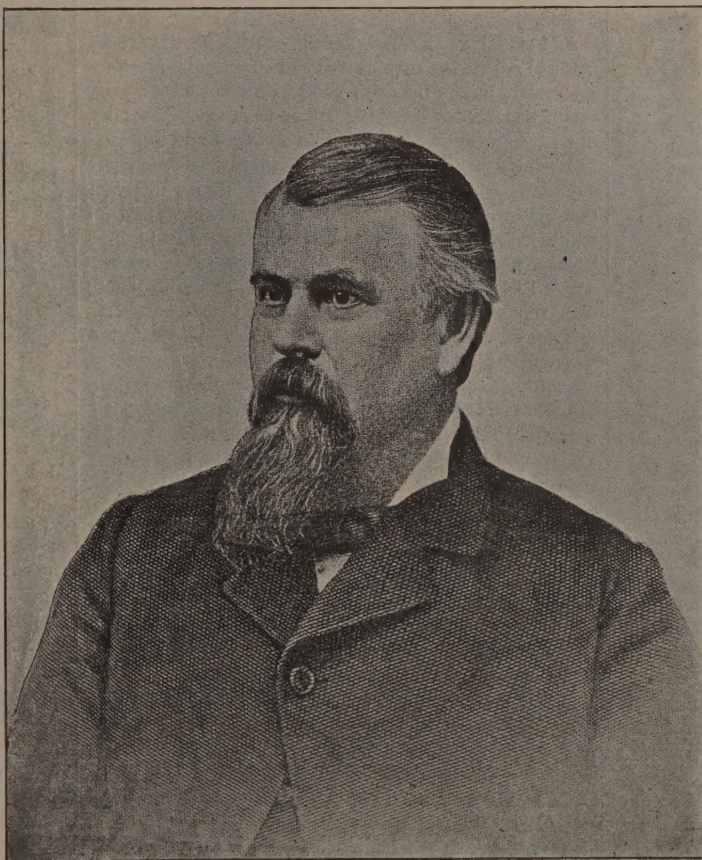
Horace W. Pratt, the well-known grain and elevator man of Minneapolis, Minn., of whom a portrait is given herewith, died at his home in that city January 10, of heart trouble. For several years past his health had been falling, but his sudden death took his friends by surprise, as his illness, which was due to a cold he had caught two weeks before, did not become serious until within a few days of the end.

Mr Pratt was born Aug. 3, 1833, at Westfield, Chautauqua county, New York. He passed his boyhood days on his father's farm, but was given the advantage of a thorough schooling at Alfred Seminary. At nineteen years of age he left his native town to seek his fortune in the West. He halted at La Porte, Ind., a year, studying law and teaching school, and then went on to La Crosse, Wis., where he entered into a law partnership. In 1856 he moved to Mantorville, Minn. One year later he was admitted to the bar, and after practicing law for several years was honored with the position of probate judge. In November, 1862, he was united in wedlock to Miss Imogene Theyer.

His first venture in the grain trade was at Owatonna in 1867. Fortune smiled on him. In 1877 he removed to Faribault, where his public spirit and advocacy of measures to further the interests of his fellow citizens won him an enviable reputation. As a recognition of his efforts he was elected mayor of the city. His connection with the grain trade drew him toward Minneapolis, and since 1882 he made his home in that city. Here he formed a partnership with G. W. Porter. As a member of the Minneapolis Chamber of Commerce he was a most useful man, both to the chamber and to the trade at large. He was president of the Union Elevator Company and vice-president of the Empire Elevator Company and the Atlantic Elevator Company.

By his death the grain men of the Northwest lose one of the strongest of their number. He was never blinded by passion or swayed by prejudice. To all he gave more

than their due, and to many he was a friend indeed. A modest man, yet he never hesitated to speak out against wrong. Many placed themselves in his power, but he wronged no man, nor did he rise by pulling others down. In him brilliant intellectual powers were combined with sterling traits of character, and it was natural that he should become influential in public affairs. He is gone,



HORACE W. PRATT.

but his memory will live after him. He left a wife, a daughter and a son.

Corn, amounting to 176 bushels, was imported in December, against 82 bushels in December, 1891; and last year, 1,450 bushels, valued at \$1,089, was imported, compared with 15,420 bushels, valued at \$10,974, in 1891. Of foreign corn we re-exported none last year, against 9,731 bushels, valued at \$7,196, in 1891.

WHY "FUTURES" ARE THE REVERSE OF GAMBLING.

The effort to summon the moral and religious forces of the country in aid of the Washburn bill against "options" and "futures," on the ground that they are gambling contracts, is specious and needs to be met by a more thorough knowledge of business than many persons who instinctively incline toward a moral view of things possess, the editor of the *Christian Union*, for instance.

It is doubtless true that when a person who has no other knowledge of the influences which govern prices of grain, pork or cotton than can be got by reading the quotations on a ticker or the blackboard of a bucket shop, puts up a thousand dollars as a margin on a purchase of ten thousand or more bushels of wheat or barrels of pork or bales of cotton, with the view of profiting by the rise, if there is one, and at the risk of losing the margin if the price falls, this is morally gambling as to him, whether he buys that which is delivered to him on the instant or whether he buys in April to be delivered in August. If the grain or cotton is delivered on the spot and its price has fallen, his margin is gone, the commodity is not paid for, nor is any part of it paid for, since the sum he has paid represents only the excess of value which the commodity once had over what it now has. If the call upon him for the remainder of the price cannot be met, he is bankrupt, and possession of the commodity, when it will not sell for the price he has agreed to pay for it, will not help him.

The essence of gambling is not in the fact that the player does not get present possession of the stakes as soon as he has won them, but in the ignorance on his part of the causes which are to determine whether he will win or not. In all gambling the stakes to be won are the very things most conspicuously in sight on the board. Even in the Louisiana lottery, a man may buy his ticket in the morning and draw his prize before night. Postponement of possession is nowhere an ingredient in gambling of any kind. Its essence is wholly comprised in the one quality of ignorance of the operation of the causes which produce the result. To be present and see the wheel turn, or to have the dice thrown directly into the palm of one's hand, would not help the player to win.

When Senator Washburn, therefore, seizes upon the futurity of the delivery, instead of upon the ignorance and uncertainty of the buyer as to the causes that control

its value, he mistakes an incident of all production for the essence of all gambling. No mistake in morals could be more radical.

To the man who knows by loading his dice or marking his cards which way the card will turn or how the dice will fall, the game is not gambling but cheating. It is taken out of the category of gambling the instant the gambler can foreknow the result, but it would not be taken out of that category in any degree by placing the player in possession of the stakes. Mr. Washburn's bill makes no distinction founded on that ignorance of the sources of supply and the extent of the demand which creates that uncertainty of the result, in the mind of the buyer of grain, provisions or cotton, which is necessary to impart to it the gambling spirit.

Indeed, the buyer of a "future" in grain, cotton or provisions generally buys in order to minimize the uncertainty to himself and to reduce his ignorance of the future to positive knowledge so far as his own transactions are concerned. He knows that cotton, in the fabric, will bring a fixed price per yard or pound, because he has orders for it at that price. He knows also that the cost of manufacture is fixed because his scale of wages with his workmen for the coming year makes it reasonably so. All he then needs is to fix the price of his raw cotton, which he does by buying a "future" in cotton from a responsible broker. Instead of plunging into that vortex of wild gambling which Mr. Washburn assumes to be the object of "futures," the manufacturer of cotton goods has through the purchase of this future eliminated the last element of uncertainty, gambling or venture, from his business, and is running his mill on what all business men would style: "a dead certainty of living profit."

Futures are the means of minimizing the risk in all competitive production. Risks to millers, manufacturers, merchants and transporters generally cannot be minimized, nor, indeed, seriously diminished, without their aid. It is true that in taking the risks of business and production from producers they create a new class, whose special business is to bear these risks so far as they arise from changes in the supply and the demand. They concentrate the fluctuations of price into a small focus on a produce exchange and make them visible. In so doing they educate a special class into the study of the facts governing supply and demand, and even enable this very class to minimize the risk to themselves by buying backward toward the planter and the farmer, until they end by eliminating the element of risk to the tillers of the soil by buying in the spring the crops which they will produce in the fall.

The farmers and planters may thus regulate their expenditures in production, or decide what crop to raise by the price they will get for their product. In so far as "futures" lessen the risks of production to all original producers of commodities, they eliminate gambling from industry, instead of increasing its hold. Religion and morality owe to this mode of trading an incalculable debt, because they depend for their existence on the stability and integrity of the homes in which they are nurtured, and these homes are rendered stable and prosperous in the degree that the men who own them can produce without risk, by devolving the risks of fire and death on the insuring class, and of fluctuations in prices on the class who make those fluctuations a specialty and means of living.

Another fundamental distinction in principle between gambling and "futures" is that gambling does not aid production, by forwarding from the consumers to the producers the means to produce with. This is exactly what futures do, on a scale of grandeur which Mr. Washburn evidently does not realize. The movement of the waters of the Mississippi and its tributaries toward the sea or the reverse movement of the sea's vapors toward the mountains is not more necessary to the production of crops in that region than is the movement of the money used in purchasing grain backward from the consumers toward the producers, in the form of marginal contracts for the future delivery of grain. The Eastern manufacturer can contract for the future services of men because the men know the future prices of bread, meat and rent. This they are enabled to know as respects the food, because the millers, grocers and butchers contract for their future supplies of food with packers and commission men who on the board contract with men who have either bought of the farmers for cash or stand ready to do so.

It is this distribution of wealth flowing backward from the mill hand to the farmer, through the marginal payments made on "futures" and through the loans of banks on grain certificates, which are modified "futures," that

makes wheat, pork and provisions all cash articles, while the products not dealt in through "futures" are always credit articles and must be sold on time, which is itself a tax on producer and consumer. Mr. Washburn should get at the true distinction between futures and gambling before he inserts his crowbar where it will wreck commerce instead of reforming vice. Gambling is dealing in present uncertainties, not in future ones. Total ignorance of the result is essential to its good faith and fairness. "Futures" are the means of eliminating all uncertainty from production. They are themselves free from uncertainty in the degree that the relation of the supply to the demand is known, and by the use of adequate means this relation is knowable. In each instance of their use they adjust one item of demand to its proper source of supply, and thus remove that very uncertainty which is the essence of all gaming.—*N. Y. Evening Post.*

"TAKING TOLL AT ELEVATORS."

BY OBSERVER.

In last month's issue of the AMERICAN ELEVATOR AND GRAIN TRADE I endeavored to make it plain that the receiving elevator is obliged to take strong weight in its favor in order to come out even at the end of the year. The cases cited were exceptional no doubt. The circumstances were peculiar and probably would not present themselves again in a lifetime. In replying to the editorial comments and criticisms on the position which I took I wish to refer again to the pressure which existed at the time this experimenting was done.

There had been serious charges made against our manager. A discharged employee had not only charged that our terminal elevators systematically robbed every car received, but that the employees were directly and indirectly encouraged to make the surplus as large as possible. The discharged employee's testimony had gotten into the newspapers all over the country and some of the editorials on the conduct of our company were strong enough to paralyze any dishonest official—even a railroad manager. But our manager was not paralyzed because he was not dishonest.

As I stated in my last article, every effort had been made to reduce the surplus. We of course did not want a shortage, but on the other hand we did not want a large surplus, and we were trying not to have one. In short, during the year which disclosed a shortage and the year following when the surplus was so small as to practically amount to a balance, the conditions for testing the question as to whether new grain taken in at actual weight will hold out were perfect. It was this point in particular and the collateral point of uncertainty in records which I tried to prove. My intention was not to justify the dockage system but rather to prove that it was necessary for elevators to make provision for the shrinkage which certainly occurs and especially in new grain. I am willing to admit that the system is not absolutely just, but it is the only practical method unless a shrinkage charge should be made against the grain when elevated. The plan of having each owner of a carload of grain pay a shrinkage charge for the time the elevator receipt should remain in his hands would be somewhat intricate and would prove to be an extreme case of hair splitting. I have no doubt that elevator companies generally would be willing to adopt any practical plan for putting this charge where it belongs.

The result of our two or three years' experience proves however that a toll of 20 or 30 or even 40 pounds does not account for the large surpluses in the elevators, nor for the distress of shippers. This was the point I laid stress upon in my paper last month and which I think was clearly proven. The 30 or 40 pounds taken from each car as an offset against shrinkage is one of the least of the evils which afflict the grain business. Every grain buyer in the country is careful to take strong weights in his favor. A toll of 2 pounds on every wagon load of 30 bushels would be sufficient to balance a toll at the terminal elevator of 30 pounds. Is it such a serious matter then if every wagon load that is brought to market suffers a shortage of two pounds?

When I made the statement in my former paper that "A great many people entertain the notion that the taking of toll by the receiving elevator is a very serious matter and that much of the shortage trouble is attributable to this practice," I had in mind the amount of toll which is usually considered sufficient to cover natural shrinkage. When a car weighs out within 30 to 40 pounds of the shipper's weight there is no shortage to speak of. When

the difference is more than this, that is, considerable more it should I think be considered a shortage. If the editor of this journal will look over my former article once more, I think he will hardly be able to make it appear, that I have tried to justify *shortages*. The whole difficulty is that shippers have been barking up the wrong tree.

I feel confident that if every car weighed out within 30 or 40 pounds of the shipper's weight there would be no complaints of shortages. But the time when this can be said of the grain traffic will never come as long as grain is loaded into defective cars; as long as the weighing is done by weighmen who are afraid their elevator will weigh out short; as long as grain is not thoroughly cleaned; as long as cars are not thoroughly swept out and the sweepings thrown into the scale hopper; so long as the question of errors in reading and recording the weights is wide open at both ends of the route with the regular loopholes along the road. If the editor of this journal had a practical knowledge of this matter I am sure he would not be slow in admitting that 30 or 40 pounds dockage as a provision against shrinkage is the least of the evils in question.

Every weighman understands that on his hands rests the responsibility of having enough grain in the elevator to pay its receipts. Every weighman realizes that he is liable to make errors, if indeed he has not discovered them in numbers. Every weighman realizes that these contingencies must be provided for. How? How can he provide for them in any other way than by being quite certain that there shall be a surplus, and how can he be quite certain of this when he cannot be quite certain of having made no errors? Now this to my mind is a much greater factor in the shortage problem than a dockage of 30 or 40 pounds per car of 30,000 to 40,000 pounds. If the question of weights could be reduced to an absolute certainty; if the weighman could be positively certain that he would need no more than a regular dockage of 30 pounds to make his weights good; in short if every other evil were eliminated and the only difference between shipper and elevator men were the much-abused dockage system, I am persuaded that all would be peace and harmony.

But as I have said before, the commonest usages of other branches of commerce are ignored at the elevator; the shipper sends in his grain, his invoice going to the elevator office, and after the grain has been elevated and all recourse to verification of weights at the elevator has been spouted into the unknown and unknowable, it is discovered that there is a big difference between the elevator weights and those of the shipper.

What's to be done? Send the shipper a certificate. What does the shipper do? Swears, perhaps. And so it goes. In closing I wish to state that I am for justice to both parties. But I believe in tackling the greatest evil first and not the least.

FUTURES AND THEIR ORIGIN.

The Milwaukee *Evening Wisconsin* of January 24 says: "A member of the Milwaukee Chamber of Commerce makes a statement on future dealing and its origin. He says: 'Future trading in grain began in Milwaukee in the early sixties, and from 1862 to 1880 Milwaukee was the largest wheat speculative market in the world. During that period its daily receipts of wheat were much larger than those at any other primary market in this country, and its prices ranged from three cents to five cents a bushel higher than Chicago or any other market west of Buffalo. To-day Chicago is acknowledged to be the greatest wheat speculative market of the world. As Chicago and New York lead, so we must follow; and, although there is plenty of wheat 'in sight' in America, the first appearance of withholding that wheat from the needy United Kingdom would remind us of the fact that our stocks, although large, would soon lose their force, since the United Kingdom is just now consuming every week at least 450,000 quarters of foreign wheat, owing to the scarcity of home-grown. Prices, indeed, have sunk so low as to be almost impervious to any further depressing influences whatever their nature might be.'"

Hay, amounting to 3,290 tons, was exported in December, against 3,160 tons in December, 1891; and during the year, 34,903 tons, valued at \$570,331, was exported, compared with 28,112 tons, valued at \$471,112, for 1891.

Hops, amounting to 2,267,495 pounds, was exported in December, against 4,922,935 pounds in the preceding December; and during the year, 9,181,495 pounds of hops, valued at \$2,130,344, was exported, compared with 11,048,528 pounds, valued at \$2,283,590, during 1891.

A NEW GRAIN DRIER.

William McKee of Chicago has invented an improved grain drier, of which the following specification forms part of letters patent No. 488,770, dated Dec. 27, 1892. Its object is to provide for the more effective, uniform and perfect drying of grain and other material.

Fig. 1 represents an end elevation of an improved drier having exterior connection with air heater and blower; Fig. 2 is a top plan view of drier; Fig. 3 is a vertical cross sectional view of drier upon the lines $x-x$ of Fig. 2; Fig. 4 is a detail fragmentary view of the interior surface of one of the end walls of drier with the supporting plates or brackets a in position; and Fig. 5 is a detail view of one of the perforated inverted troughs.

One of the difficulties experienced in driers, and especially in grain driers, is the fact that the air (heated or not) cannot be carried uniformly through all portions of the mass to be dried; and where means have been adopted approximating uniformity in this particular, they have been of such a character as to require too great power to force the air through the mass.

Driers have been constructed and operated by forcing a volume of air from a chamber located at one end of a bin of grain through a mass of grain therein, by means of a number of flues entering such air chamber and formed by inverted troughs and the surrounding grain. It is not claimed that flues formed by inverted troughs and the surrounding grain, arranged upon the well-known fact that the grain beneath the troughs will not, like liquids, arise and fill the troughs, is new; but the inventor does claim as new the connecting of said troughs alternately at opposite ends so as to embrace them all in one continuous flue whereby a small volume of air with light pressure and at comparatively little cost can be made to accomplish the purpose of a large volume otherwise applied.

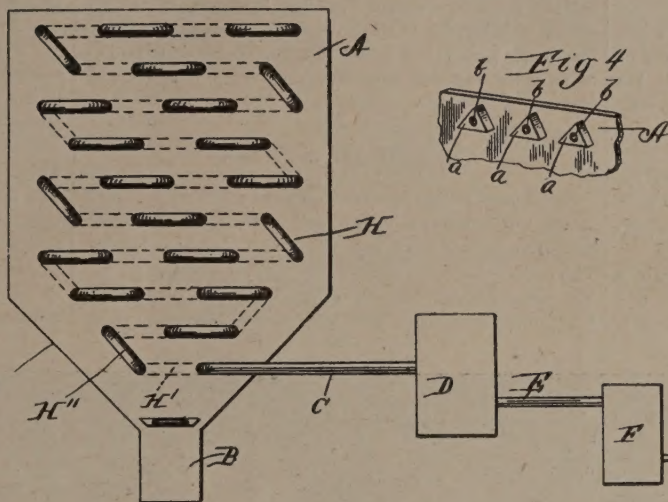
Letter A represents the shell or exterior wall of the bin or drier, the lower portion of the sides of which incline inwardly and terminate in a conveyor box B , in which is located the ordinary conveyor operated when desired by power. The inner surfaces of the ends of the bin or drier are provided with blocks or brackets a , permanently attached thereto upon which the inverted troughs K , K , may be placed and held in position. Preferably they are arranged as shown in series in horizontal lines, each lower series to be located intermediate those above, so that the troughs supported thereon will alternate in series as shown in Fig. 3. Openings b , b are provided which pass entirely through the blocks or brackets a , a , and through the ends of the bin or drier; and these openings, alternating with those of the opposite ends of the bin or drier, are connected with tight fitting pipes or tubes H , H , H in such manner that the several series of troughs from K' up to the last constitute a connected and continuous pathway or tube when grain is in the bin or drier. Thus the pipe C , proceeding from the blower and the heater, enters through the exterior wall of the drier and connects with the trough K' Fig. 3. The grain in the drier constitutes a floor or side to the inverted trough K' . At the opposite end of the drier the inverted trough K' is connected by a pipe H with the inverted trough K'' , and again at the reverse end of the drier the trough K'' is connected by the pipe H'' with the trough K''' , and so on through the series of inverted troughs until the last is reached.

The use of the blocks or brackets a , a to support and hold in place the inverted troughs is not necessary as it is evident there are very many means of accomplishing this, it only being necessary that there shall be openings through the walls connecting the different troughs so as to make them continuous. The invention is not limited to troughs which are connected by external pipes and openings through the walls of the drier, for it is evident

that these or similar connections, so as to make the troughs continuous, may be made within the walls of the drier.

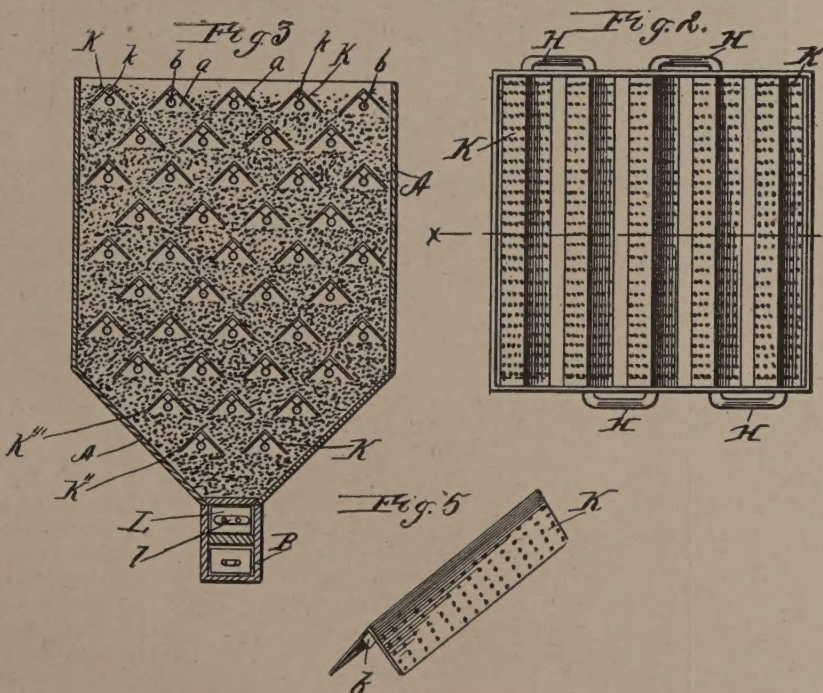
The invention consists of a connected series of troughs passing back and forth through the entire mass to be dried. Fig. 5 shows a preferred form of trough. The sides are perforated by small perforations, and are at about right angles to each other. Where the troughs are to be supported in blocks or brackets as shown by a , a , Fig. 4, the sides should be supported by a block k to give it strength and prevent it yielding to the weight of grain. It is evident that the trough may be semi-cylindrical, or possess other forms and it need not be perforated, but the

Fig. 1



form shown in Fig. 5 is preferred because it will permit the grain when entering the drier to pass or fall below freely and the perforations permit the heated air to permeate the mass of grain more generally and uniformly.

Letter G represents an air blower, connected by the



pipe e , with the heater F which connects with the chamber D , wherein the air may be slightly retarded and lose some of its heat. The chamber D is connected by the pipe C as already explained with the series of inverted troughs in the bin or drier. The blower and heater, however, are no parts of the invention and are shown only rudimentarily, as it is evident that any means for sending a heated volume or a cold blast of air through the drier will accomplish the result.

The letter L represents a slide which extends through the entire length of the drier above the conveyor in the conveyor box B . It is provided with a handle and can be withdrawn when the grain has been sufficiently dried, and it is desired to remove it by the operation of the conveyor, or by other means.

The mode of operation is quite apparent. When the

bin or drier has been filled with grain, it will slide around the series of inverted troughs, but leave the interior spaces of the troughs open and free in the nature of flues passing back and forth through the mass. The several troughs being alternately connected at opposite ends of the drier, the air, heated or cold, is sent through a continuous conduit throughout the entire mass of grain. The pressure of the air not only forces it to escape and pass through the floor or mass of grain beneath the troughs, but where perforated troughs are used, it also escapes through these perforations into the superincumbent mass; and thus the air is forced to come in contact with the whole mass uniformly and in all its parts, and this can be accomplished by a very small volume of air at a low pressure and very economically.

GRAIN GRADING.

The Brandon Farmers' Institute has been discussing the grain grading system. Many of the farmers seem opposed to any system of grading grain, but of course they have little idea what the consequence would be in attempting to handle the crops without a system of inspecting and grading, or they would not advocate the total abolition of the system, says the *Winnipeg Commercial*. A state of demoralization would follow any attempt to handle the crop without a system of inspection. Such a condition of affairs would certainly result in a great loss to the farmers. Those farmers who have some knowledge of the situation, or who look thoughtfully into the matter, admit that it would be a great mistake to attempt to get along without any system of grading. In order to be effective, any system of grading used must be official, that is, have the authority of federal government. This is the only way to provide for one uniform system, which is absolutely necessary to the handling of grain in any great quantities.

The most general complaints which the farmers have against the grading of wheat are, that the standards are too high, and that there is too wide a difference between the different grades. The question of the variation in price between the different grades is a difficult matter to adjust to the satisfaction of all concerned. The difference in value between the grades could be reduced by increasing the number of grades, but this would be offset by increasing the difficulties in the way of satisfactorily and economically handling the crop. There are more grades already than can be handled to advantage, as the different grades all have to be kept separate in elevators. At present the railway companies will only accept three grades for export during the closed season of navigation. The remaining grades must be sold at home for milling, or held in store. To increase the number of grades would only result in increasing the perplexities of the situation in handling the crop.

At the Brandon meeting referred to a resolution was carried to the effect that "an expert judge be sent out to collect samples of grain for the board of grain examiners, and that the farmers have equal representation on said board."

It is claimed that the samples gathered in the fall, and which are used as a basis for fixing the standards of the different grades, do not represent the average condition of the wheat crop. There is no doubt some truth in this, especially in some seasons. The claim is that the samples so gathered are better quality than the average of the crop, and that this leads to the making of the standards of too high a quality. This is the reason the farmers wish the samples gathered by an expert.

Clover seed, amounting to 2,298,723 pounds, was exported in December, against 4,716,576 pounds in the preceding December; and during the past year 11,960,950 pounds, valued at \$1,205,566, was exported, compared with 23,718,348 pounds, valued at \$1,877,512, during the preceding year.

VIEWS ON ANTI-OPTION.

Milwaukee Journal—It is a vicious measure and has nothing to commend it.

Buffalo Express—There is small likelihood of its being any benefit to the farmers, as many expect. Nor are the consumers apt to discover any difference in the price of flour because of it.

Milwaukee Wisconsin—It is certainly an extraordinary measure, we might say pernicious, because it infringes against the liberty of making contracts, and therefore to that extent is anti-republican.

New York Advertiser—This is a refinement of legislation devised by an intelligence which has gone astray through much brooding over evils which it neither comprehends nor knows how to deal with.

Springfield Illinois State Register—If it becomes a law there will be weeping and wailing in the wheat pits of Chicago; but the poor farmers will be skinned all the same by Washburn, Pillsbury, and the other saints who run the mills and elevators.

Pittsburg Dispatch—Assuming its enactment, its rigid and literal enforcement—providing the courts should regard it as constitutional—would be utterly and absolutely impossible without paralyzing a vast amount of the country's commerce.

St. Paul Globe—It is a measure which, if it becomes a law, will brush away the autonomy of the states and place every occupation in them in the control of Congress; and the more is the pity and the shame, it passes only with the aid of the votes of senators calling themselves Democrats.

New York Herald—It is a mischievous measure, which is not only objectionable on constitutional grounds, but well calculated to have a baneful effect on trade and business. Representative commercial bodies everywhere have protested against its enactment, and they have but voiced the prevailing business sentiment of the country.

New York Times—Everything deserving of the name of argument in the debate has been against the bill, and there can hardly be a dozen senators who honestly believe it to be a measure for the benefit of the farmers or of any class of citizens except the millers of the Northwest, who are so conspicuously represented by Mr. Washburn of Minnesota.

Milwaukee Sentinel—As prices would be fixed by purchasers, and as all the purchasers would favor low prices, a combination reaching from the mills in Minnesota to the docks at Liverpool to keep down prices would be much easier to effect than some other combinations that have been formed. The millers could buy at their own prices of farmers who could not afford to hold their wheat from market.

Toledo Blade—We do not believe the measure can stand in the courts when the question of its constitutionality is raised. But even if the measure shall be decided to be in accord with the federal constitution, it will prove an utter disappointment to those who have framed it. If it be enforced fully and squarely, it will, without doubt, reduce the price of the farm products in which future trading is prohibited. The bill is an unwise thing.

New York World—It is a bad bill, destined to work grave harm to the business interests of the country and still graver harm to the agricultural producers. Its intent is monopolistic. Its operation is certain to be mischievous. It was conceived in the interest of the mill-owners who use wheat and other products of the farm as their raw materials. It is meant to shut off competition among purchasers of such products and thus to deprive the farmers in the interest of the manufacturers of such prices as competition creates.

St. Louis Republic—The eyes of the country are now on Mr. Kilgore of Texas. If the Washburn-Hatch abortion becomes a law let Kilgore never call himself a filibuster again.

Boston Globe—The members of the New York Produce Exchange don't like the anti-option bill, which isn't at all strange, since it was leveled directly against them. But the danger of its passage is scarcely "imminent," to say the least.

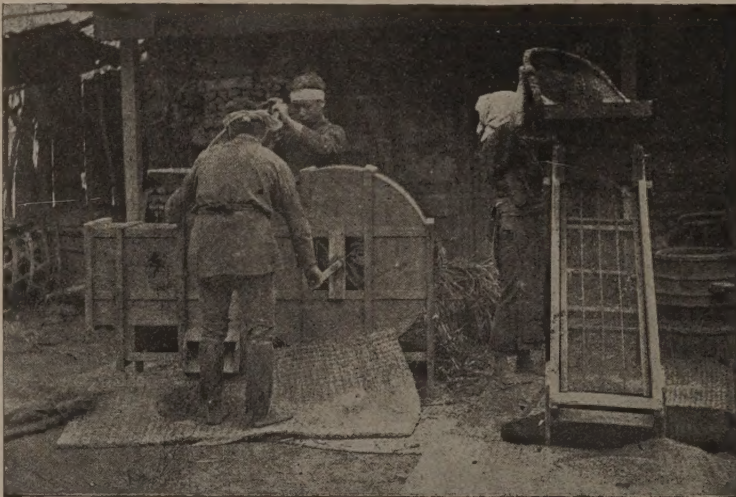
Philadelphia Press—President Harrison can have but one duty, a veto, in the case of the anti-option bill passed yesterday by the Senate, if it reaches him through

the concurrence of the House in the Senate amendments. The bill is unconstitutional, a deliberate invasion of personal rights, passed by demagogues in a weak concession to the mistaken demands of those the bill will injure rather than aid. It will disorganize business, reduce prices, and aid monopolies. It ought to be vetoed, and it has fortunately commanded less than a two-thirds vote in the Senate.

Chicago Herald—The bill is odious not only as a flagrant abuse of the taxing power, but because it seeks to place a stigma upon associations of reputable business men on account of acts which it expressly permits in the case of other men. When in the second section it makes exceptions in favor of certain classes, provided they have nothing to do with Boards of Trade and kindred organizations, it not only admits that there is nothing inherently wrong or injurious in the business methods at which the measure is aimed, but it offers a wanton insult to bodies of reputable business men who are worthy of respect as any in the land, Congressmen not excepted.

GRAIN IN JAPAN.

No oriental nation has manifested so much of the spirit of modern progress as Japan, and with none are we on such friendly relations, says the *Farm Implement News*. The people are industrious, lively and attractive, and unlike others of the East, are enterprising and disposed to adopt improvements. They are quick to learn, and show



GRAIN IN JAPAN.

remarkable aptitude in the acquisition and application of advanced ideas and methods.

The surface of the country is a succession of hills and valleys. The latter are very fertile, but in order to sustain the dense population agriculture must be conducted with skill and diligence, and the soil made to produce its utmost. Irrigation is judiciously applied and manure of every kind obtainable is used. The grain principally raised is rice, the production of which both the climate and the surface most favor; but Indian corn, wheat, barley, buckwheat, millet, etc., are grown upon the lands too elevated for rice. Cotton, indigo and tobacco are also largely cultivated. Vegetables in great variety, and of excellent quality, are produced; indeed, the Japanese beat the world as truck farmers and gardeners. Tea, of course, is one of the chief products.

Although considerable improved machinery has been introduced, the methods of cultivation in Japan are yet, in general, quite primitive, and the work is mostly done by hand, in fact, human labor is so plentiful and cheap and the farms or patches of land so subdivided and small that labor saving or expensive machinery, and power to operate the same, cannot economically compete.

William H. Seward, in his "Travels Around the World," thus tersely described the upland country cultivation: "There is no waste, either by rock, marsh or jungle; every hill is terraced, every acre irrigated, every square foot of land covered by some tree, cereal or esculent. Instead of farms, there are small plats, and each is tilled with cotton, flax, wheat, barley, sugar, beets, peppers, sweet potatoes, cabbages, turnips and other vegetables, by a single family, with care equal to that which is bestowed on our flower beds. No allowance is made for even accidental waste of the crop. The individual wheat stalk which is bent down by the storm is restored and

supported. Each head of rice, each particular ball of cotton is kept in its place until carefully removed by the husbandman's hand. There is no loss of time in gathering the crop into garners; as fast as the product ripens, it is harvested and immediately prepared for the market."

The women assist in the threshing of grain in Japan, but not often in the planting. The Japanese have made more advancement in the handling of grain than in its production. Their method of cleaning grain is with improved machines somewhat similar to those used by American farmers, but they conduct the cleaning with greater care, as is shown in illustration given herewith, which was loaned to us by the *Farm Implement News*.

KANSAS CITY'S GRAIN INTERESTS.

"A bill for the confiscation of certain private property" ought to be the amended title of the Missouri grain inspection law, if it is changed by the legislature as the railroad commissioners desire it to be changed.

The amendment proposed by these commissioners, which was introduced by Senator Baskett a few days ago, makes it imperative upon every owner of an elevator of not less than 50,000 bushels' capacity in the state of Missouri to open his elevator for the public storage of grain under the regulations of the State Board of Railroad and Warehouse Commissioners, and to cease using the property for the private business purpose of cleaning, mixing and transferring his own grain for his own profit.

When a man elects to operate a public warehouse, it is for the public good that the state should provide such regulations as shall protect the people whose property is put in that warehouse for storage. But where does the state get the right to declare that every elevator of not less than 50,000 bushels' capacity shall be a public warehouse, and that the owner of such a warehouse shall cease to use it for his private business, subject only to his individual control? Is not that confiscation pure and simple? Is it not a most gross and palpable violation of the right of the individual citizen? Is it not an outrageous usurpation of property rights?

The commissioners had no public good in view when they proposed this amendment. The public in no way suffers from the use of large elevators for private purposes. The commissioners desire to compel the Kansas City grain men to do business

under the regulations of the state inspection law. It is not for the protection of the people of Missouri, nor for any other public good that they desire this. Their purpose is solely to have an increased number of offices to fill by political appointment. They desire to extend the machinery through which they can collect money from the public to distribute among political workers.

The commissioners sought to interpret the existing inspection law so that it would compel the large elevators of Kansas City to be operated as public warehouses. It was because of this attempt that the grain men refused to permit the state inspection bureau to inspect grain for them. They have no particular objection to the state inspection of grain, though it has always proved to be more expensive and less satisfactory than inspection by the Commercial Exchange. But they objected to the attempt of the commissioners to control private elevators. It seems that these commissioners are determined to control the grain business of the state for political purposes, even if they have to go to the extreme length of obtaining state authority to confiscate private property in order to accomplish their purpose.

The committee of grain men who went to Jefferson City last night ought to have little trouble in showing the members of the legislature the outrageous character of this attempted legislation.—*Kansas City Star*.

Wheat, amounting to 53,913 bushels, was imported in December, against 756,819 bushels in the preceding December; and during the year, 1,595,845 bushels, valued at \$1,095,641, compared with 1,912,617 bushels, valued at \$1,601,790, for the year preceding. Of foreign wheat we re-exported 1,794,484 bushels, valued at \$1,309,476, last year, compared with 843,732 bushels, valued at \$774,664, in the preceding year.

THE SOO CANAL.

BY FRED J. CLARK IN THE NORTHWESTERN MILLER.

No factor has exercised a more potent influence in the development of the Northwest than has the Soo Ship Canal. This canal and its lock form the connecting link

to the waters of Lake Huron, some seventy-five miles, there is a fall of twenty and one-half feet, all except about two and one-half occurring within a comparatively short distance. At these falls has grown up the city of Sault Ste. Marie, more commonly known as the "Soo." It was to overcome the 18 foot fall and make a navigable

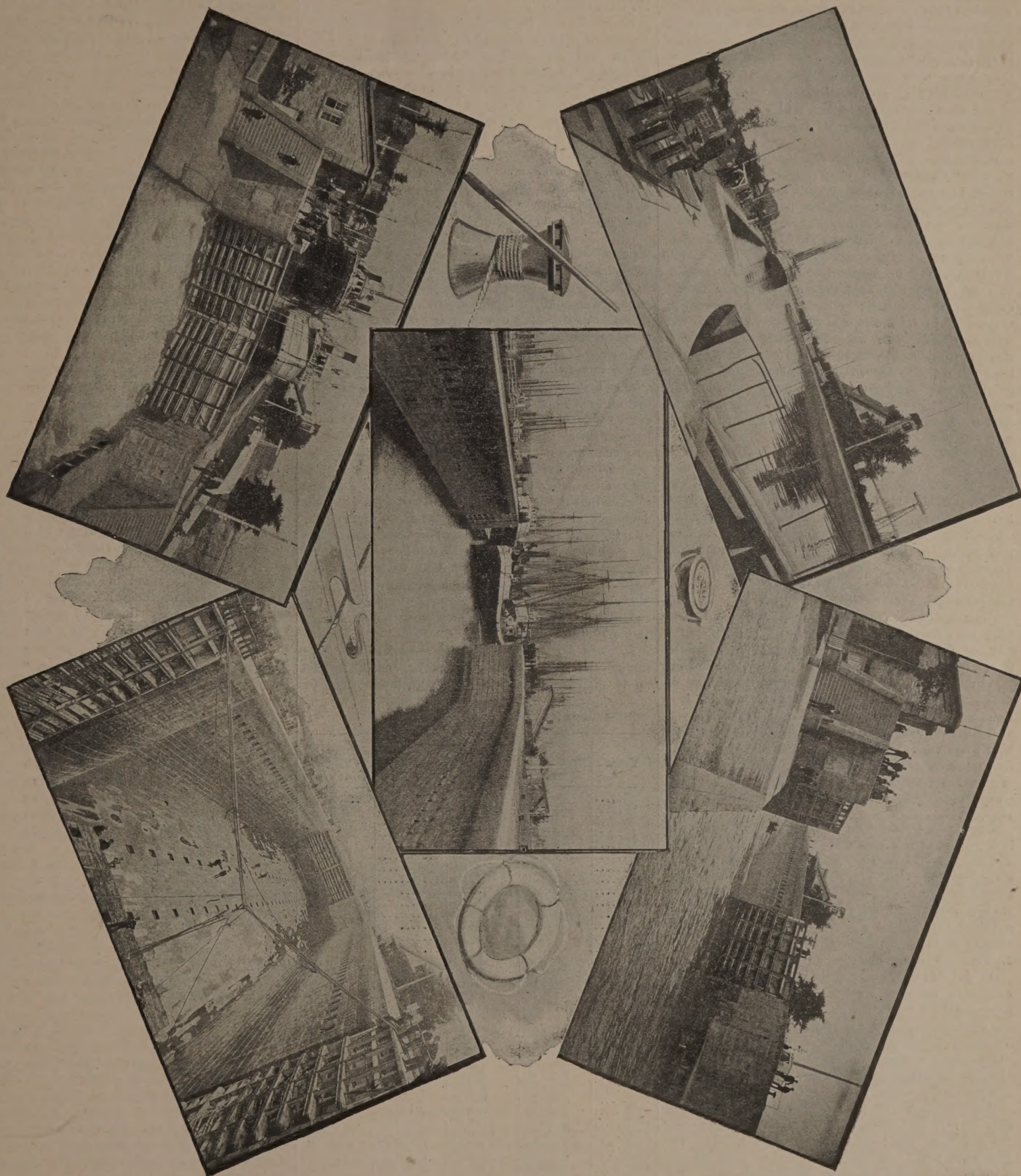
canoes, though there is no positive proof that it was successfully operated for that purpose. The belief obtains that it was abandoned in 1814.

In 1836, or earlier, the importance of securing a ship canal around the rapids at Sault Ste. Marie was agitated, and Gov. Mason, in his message to the first legislature of

Vessel entering lock from upper end.
Letting water out of lock chamber.

THE SOO CANAL.
Vessels entering lock from lower end.

Empty lock chamber.
Lower lock gates open.



by which navigation between Lake Superior and the other great lakes is made possible. They constitute the single gateway through which the immense traffic tributary to Lake Superior passes during each season of navigation.

St. Mary's River is the natural connection between Lakes Superior and Huron, but it is not navigable. This stream is really a strait, and is of irregular width and tortuous course, rapids prevailing through part of its extent. From the point where it intersects Lake Superior

channel between the two lakes, that the Soo Canal and locks were projected.

The first attempt to put in a lock appears to have been made as early as 1797-8, by the Northwestern Fur Companies. In August, 1889, the foundation timbers of a crude form of lock were discovered on the Canadian side of the river. They were in a good state of preservation, and showed the lock to have been 40 feet long and 8 feet and 9 inches wide. A lift of 9 feet was obtained. The lock was evidently designed for the use of bateaux and

Michigan, the next year, called attention to the matter. The legislature acted favorably upon the recommendation and appropriated \$25,000 with which to make a survey and an estimate of the cost. During the summer of 1837 the engineer in charge submitted plans for a canal and two locks, of the following dimensions: Width of canal 75 feet, depth 10 feet; width of locks 32 feet, length 100 feet, depth 10 feet. The cost of construction was placed at \$112,000. At the urgent solicitation of Gov. Mason the legislature appropriated \$25,000 more,

and early in 1839 work was inaugurated. The contractors began by filling up a government mill race, located on the military reservation. This seemed to be at variance with the wishes of the federal government, and the commandant of the post, failing to secure compliance with his orders to desist, finally, on May 13, ejected the workmen from the grounds. During the ensuing thirteen years repeated efforts were made to interest Congress in the improvement, but as fast as bills were introduced making adequate appropriations they were killed. Henry Clay took an active part in opposing a bill providing for a grant of 100,000 acres of land to aid in the construction of the canal, characterizing the project as "a work beyond the remotest settlement in the United States, if not in the moon."

Despite this controversy between the state and Congress the development of the country tributary to Lake Superior kept on, and in time the absolute necessity of the ship canal to facilitate and cheapen transportation was forced upon the country. Finally, in 1852, Congress passed a bill, turning over to Michigan 750,000 acres of land to be used in behalf of the improvement, and a new survey was at once made for the canal, so that when the legislature met in February, 1853, the governor was authorized to appoint commissioners to carry out the great work. On April 5, 1853, the commissioners entered into contract with New York parties whereby the latter agreed to construct the canal and locks within two years, accepting as their compensation the 750,000 acre land grant. It was provided that there should be a 100-foot canal and two consecutive locks, each 350 feet long, 70 feet wide, and having a water depth of 13 feet. The estimated cost was \$547,000.

Ground was broken June 4, 1853, and on May 21, 1855, a certificate of the completion of the work was filed with the state authorities. The actual cost of the canal and locks was \$999,800. Water was first admitted April 19, 1855, but owing to a weakness discovered in the north embankment, the first vessel was not locked through until June 18. At the start a toll of 6½ cents per registered ton was imposed on vessels to defray maintenance and operation, but the revenue derived was so large that in a few years the fee was reduced to 3 cents.

The completion of the improvement marked a distinct era in the commerce of the great lakes. It established a new and direct outlet for the Northwest, and a decided impetus was immediately given to the development of the vast mineral and agricultural resources of that part of the country. The canal, as constructed, was nearly four times as large as it was expected to make it in 1837; yet, so fast did the tonnage passing through it increase that hardly had a dozen years elapsed before still larger facilities became a recognized necessity. The larger vessels more and more availed themselves of the canal, but were compelled to lighter to a great extent in making the passage.

A proposition to deepen and enlarge the canal and locks, or build new ones, was agitated as early as 1864, and the Michigan legislature urged Congress to make some provision to that end. It was found, however, that the federal government was not disposed to comply on account of the canal being under state control. As soon as this was ascertained a sentiment developed in favor of turning the canal over to the United States, and on March 27, 1869, the legislature authorized the formal tender.

On July 11, 1870, Congress, without accepting the canal from the state, appropriated \$150,000 for the improvement of the "St. Mary's Ship Canal." Gen. Poe, the government engineer in charge of the river and harbor improvements of that district, in the following September made a report to the Secretary of War recommending the construction of a new lock, and plans were at once made for same.

This is the lock now in use. The first stone was laid July 25, 1876, and the undertaking was completed so that the first boat was locked through Sept. 1, 1881. The lock itself is 515 feet long between the gates, 80 feet wide in the chamber, and 60 feet at the gates. The walls, with facing of cut limestone laid in two-foot courses, are magnificent pieces of masonry. For 14 feet from each end they are 13 feet wide from top to bottom; for 121½ feet at the west end, and 133½ feet at the east end, 25 feet from top to bottom. Between these end sections the masonry is 18 feet for 10 feet up from the foundation, and then narrows to 10 feet at the top. From the bottom of the lock to the top of the coping is 39½ feet. There are 17 feet of water on the miter sills, and the 18 feet of difference in the water level of the two lakes is overcome by a single lift. Vessels of 16 feet

draft can pass through it when the water is at its mean stage. There are four gates, two being designated as upper and lower lock gates, and two as upper and lower guard gates. The latter are used only when repairs to the lock are in progress. From the points where the guard gates are situated the walls of the lock measure 717 feet in length.

Water is let into the lock from culverts under the floor. The area of inlet is considerably less than that of the outlet. This tends to diminish the velocity of the water when projected upward into the lock chamber. The filling valves, through which the water enters the lock, are two in number and are located in a well just above the upper lock gates. Each valve, when shut, closes the entrance to one of the culverts. There are two emptying valves of similar character, operated independently so that in case of accident to either, the other can still be used. Each of the four gates and four valves is driven by an independent hydraulic engine, the motive power being derived from two thirty-inch water wheels.

The total cost of this lock was \$2,150,000, and, since the canal and improvements had been transferred to the general government, Congress appropriated all the funds. The 1881 lock was opened free of toll to all vessels, and remained so until last September. At that time the federal authorities felt constrained to impose a charge of twenty cents per ton on Canadian vessels, as a retaliatory measure for discriminations made by Canada against American vessels in their passage through its canals.

The old state locks were abandoned in 1886, to make room for the 800-foot lock now under construction. The entire traffic of Lake Superior has, therefore, been dependent since that time upon the 1881 lock, and any occurrence which might temporarily prevent its use during the season of navigation would entail almost incalculable loss on shipping and kindred interests. This was forcibly illustrated in July, 1890. One of the valves suddenly gave out, at once enforcing the disuse of the lock, and for a trifle over three days there was a complete stoppage of navigation. There were 264 vessels detained, as many as 182 being congregated at the canal at one time. Their value, including cargoes, was over \$19,000,000. It is calculated that the time lost represented the services of two average vessels for a whole season of navigation.

To show the steady and rapid growth of the traffic through the St. Mary's Canal from its opening in 1855 up to the present time, and more especially the increase in the shipments of flour and grain by this route, we present the following figures:

Year.	Registered Tonnage.	Flour, Barrels.	Wheat, Bushels.	Other Grains, Bushels.
1855.....	106,296	10,289		
1856.....	101,458	17,686		33,908
1857.....	180,820	16,560		22,300
1858.....	219,819	13,782		10,500
1859.....	352,642	39,459		71,738
1860.....	403,657	50,250		133,437
1861.....	276,639	22,743		76,880
1862.....	359,612	17,291		59,062
1863.....	507,434	31,975		78,480
1864.....	571,438	33,937		143,560
1865.....	409,662	34,985		
1866.....	458,530	33,668		229,926
1867.....	556,899	28,345		249,031
1868.....	432,563	27,372		285,123
1869.....	524,885	32,007		323,501
1870.....	690,826	33,548	49,700	304,077
1871.....	752,101	26,060	1,376,705	308,823
1872.....	914,735	136,411	567,134	445,774
1873.....	1,204,446	172,602	3,119,997	309,645
1874.....	1,070,857	179,855	1,120,015	149,999
1875.....	1,259,534	319,991	1,213,788	250,080
1876.....	1,541,676	315,224	1,971,549	407,772
1877.....	1,439,216	355,117	1,349,738	343,542
1878.....	1,667,136	344,599	1,872,940	264,674
1879.....	1,677,071	451,000	2,603,666	951,496
1880.....	1,734,890	523,860	2,105,920	2,547,106
1881.....	2,092,757	605,453	3,456,965	367,838
1882.....	2,468,088	344,044	3,728,856	473,129
1883.....	2,042,259	687,031	5,900,473	776,552
1884.....	2,997,837	1,248,243	10,985,791	517,103
1885.....	3,035,937	1,440,093	15,274,213	422,981
1886.....	4,219,397	1,759,365	18,991,485	715,373
1887.....	4,897,598	1,572,735	23,096,520	775,166
1888.....	5,130,659	2,190,725	18,596,351	2,022,308
1889.....	7,231,935	2,228,707	16,231,884	2,133,245
1890.....	8,454,435	3,239,104	16,217,370	2,044,384
1891.....	8,400,685	3,780,143	35,816,570	1,032,104

Besides this enormous increase in the commodities in which our readers are more directly interested, we may note that the traffic in lumber through the canal started at 126,000 feet in 1855, and had increased to 366,305,000 feet in 1891. In iron ore the increase was from 1,447 tons to 3,560,213 tons; in coal from 1,414 tons to 2,407,532 tons; in salt from 587 barrels to 234,528 barrels; in copper from 3,196 tons to 69,190 tons; in manufactured

and pig iron from 1,040 tons to 69,741 tons. When it is remembered that on the more important of these commodities the traffic of the year 1892 showed an enormous increase over that of 1891, these few figures will suffice to convey some idea of the importance of this outlet from the West.

The canal for the season of 1892 closed December 7, the season having been 233 days long, as against 225 in 1891. The number of vessels of all kinds passing through the canal was 12,580 in 1892, as against 10,191 in 1891. An aggregate of 11,240,000 tons of freight was locked through during the season. The increase of freight tonnage over that of 1891 was 2,325,574 tons, or 26 per cent., and the increase in registered tonnage was 2,246,518, or 27 per cent. Every item of the traffic in 1891 shows an increase, except those of passengers, copper and building stone. The rate of increase was distributed among the other items, the greatest being wheat, flour and grain other than wheat. In addition to the figures already given, there was carried through the lock during the season 24,094 net tons of building material. The total valuation of all freight passing through the canal during the season of 1892 was \$135,117,267.

To show the enormous increase in the carriage through the canal of some important commodities, it may be said that the increase in grain over the previous season's traffic was 61 per cent., in flour 43 per cent., and in iron ore 38 per cent.

The cost of carrying freight per ton per mile on the lakes for five years is shown to have been:

	Mills.	Mills.
1887.....	2.3	1890.....1.03
1888.....	1.5	1891.....1.03
1889.....	1.5	1892.....

As in the case of the state locks, the 1881 lock had not long been in use before it became apparent that even greater facilities would be required to handle the growing tonnage of the canal. Congress, by this time, had become impressed with the importance of the works, and on recommendation of the engineer in charge appropriated in 1886 \$250,000, with which to begin the construction of another lock and the deepening of Hay Lake channel, connecting therewith. These improvements were designed for the attainment of twenty feet depth of water between the lakes. At an early date work was inaugurated on a new lock, to be 800 feet long and 100 feet wide, the site of the old state locks being partly utilized. But this improvement was for several years handicapped and retarded by the parsimoniousness of Congress, the necessary funds being doled out in a manner most tantalizing to those recognizing the great importance of the undertaking. Since 1890, however, money has been more generously provided, and the work has progressed with expedition. Congress has already appropriated \$2,750,000, and has authorized the making of contracts for the completion of the lock. The total cost will approximate \$5,000,000. Three more summers will be required to finish the work.

When done, the new lock will have a depth on the miter sills of 21 feet, with a mean stage of water. Four vessels, each 350 feet long and 46 feet beam, can be locked through at a time. The new lock will very much resemble, except in size, the one now in use. There will, however, be five gates instead of four, the fifth being an intermediate one for dividing the chamber into two compartments. By the use of this extra gate a single vessel or a tow may be locked through in the shortest possible time.

The Hay Lake Channel is part of St. Mary's River, but on account of obstructions existing the present navigable channel bears off to one side two and a half miles below the lock. When this channel is sufficiently deepened to permit the passage of vessels drawing twenty feet, the distance between the lakes will have been lessened about eleven miles. The work is now three-quarters finished, and will doubtless be completed next year. It is estimated that the improvement of the channel will cost \$2,660,000.

Aside from the improvements in progress on the United States side of St. Mary's River, the Canadian Government has the construction of a ship canal well advanced. In essential features the lock is to be a duplicate of the American. It is to have a length of 900 feet, with a width of 60 feet. A navigable depth of 20 feet is expected to be attained. Although the differences as to canal tolls existing between the two governments have caused extra exertions to be put forward by the Canadian authorities to complete the work at the earliest practicable moment, the lock does not promise to be ready for

use sooner than will make it available for the season of 1894.

All of these great improvements in the St. Mary's River will render necessary the preparation of new charts of that locality, and, indeed, of the whole district through Lake Superior and the straits of Mackinac, in order that the navigator may make the best use of the new channels.

In a recent issue we published an exhaustive consideration of the importance of the Suez Canal. While, from the association of these two great engineering feats under one head, the reader might be led to expect that a rational parallel could be instituted between them, such is not, in fact, the case. Beyond the circumstances that these two gigantic projects are similar in physical nature, there is no real parallel to be instituted. The Suez carries the commodities of a multitude of countries, and its purpose and effect have been to shorten in a very great degree the ocean voyage otherwise necessary to this traffic. The business of the canal constantly grows and both as an engineering feat and as a commercial enterprise, it is a notable tribute to the sagacity of its projectors.

The St. Mary's or "Soo" Canal, the business of which now considerably exceeds that of the Suez, handles traffic from substantially only two countries, the United States and Canada, and the rapidity with which this traffic has increased is to be noted mainly as a testimony to the rapid development of the Western territory in both of these countries. Without the aid of this canal the progress of settlement in the West must have been retarded, while at the same time the manufacturers of the East would have missed much of the prosperity which they have enjoyed in supplying the needs of the Western settlers.

To enlarge upon the importance of the Soo Canal to our readers would be idle. The facts are patent and they speak amply for themselves. Equally it is idle to draw a parallel between the Soo and the Suez Canals, for there is no real ground for a parallel between them. They deal with widely separated circumstances and conditions. It may truly enough be said that to the wheat-growers and flour-producers of our Western states the Soo Canal has acted in a measure as an offset to the damage which was entailed upon them by the construction of the Suez Canal. While, on the other hand, the Suez route permitted Europe to import with much greater freedom the wheat of British India and Australia, the Soo, on the other hand, afforded an outlet for grain from the West of the United States without which grain growers of that territory would have found their producing abilities much curtailed. As the figures above presented show, the export of wheat from the West by the Soo route began in 1870, with the insignificant total of 49,700 bushels, but had increased in 1891 to 38,816,570 bushels, and this enormous figure was largely exceeded in 1892. The flour shipments, starting at small proportions, have also increased in such a degree that the construction of the Soo Canal by the government would doubtless have been justified had it transported these two commodities alone.

BILL NYE ON 'CHANGE.

Bill Nye visited the Chicago Board of Trade about the time of the Christmas holidays. He says:

The Board of Trade, or whatever it is, in Chicago, is no way to live. Gray-haired men there cut up like a parcel of combs. Then they make their wives believe that they earn a livelihood in that way.

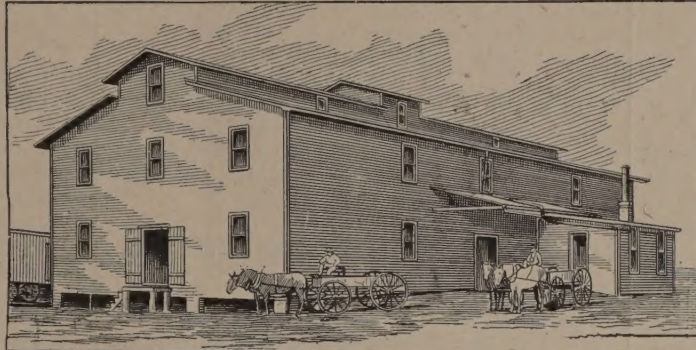
I don't mind having a little quiet fun even at my time of life; but when grown-up men with whiskers pour two bushels of winter wheat down my back just because my clothes were made in Asheville I murmur and repine.

The Board of Trade conversed freely with each other simultaneously, and it seemed almost like the Australian bird show supported by the House of Representatives. But what a blessing it is to the poor farmers, who have nothing but their products to sell; but if these men did not buy, where would the farmer be?

ELEVATORS AT MORGANFIELD, KY.

One of the most productive agricultural counties in Kentucky is Union county, of which Morganfield is the metropolis. Being situated in so prosperous a farming region, it is not surprising that Morganfield has two grain elevators, besides a flour mill.

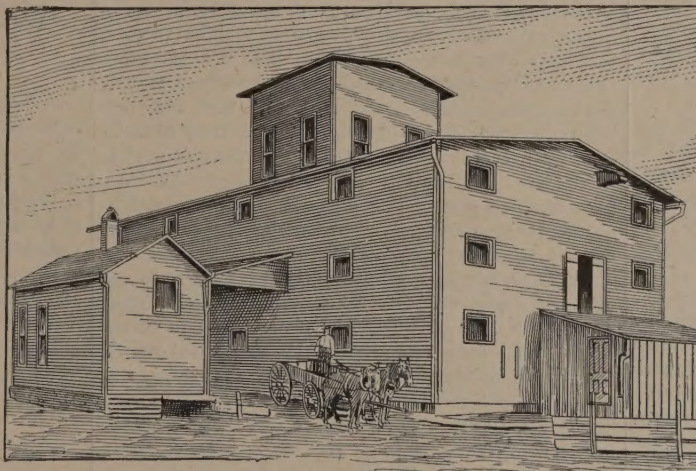
Aaron Waller's elevator, which is illustrated herewith, is three stories high, forty feet wide and eighty feet long, with an annex two stories high, thirty-six feet wide and forty feet long. The capacity is 50,000 bushels. The corn crib near by is sixteen feet wide and one hundred feet long, with a capacity of 10,000 bushels. Mr. Waller is one of the most public spirited men in Union county. He has been a member of the common council and is now a member of the school board. Although yet a young man, he has had a varied and successful business



ELEVATOR OF DYER, WALLER & YOUNG AT MORGANFIELD, KY.

experience, is connected with the "Crown Roller Mills," with a large grocery firm, and has recently bought, with his brother William, a fine large stock farm near the city.

The elevator of Dyer, Waller & Young is a three story structure, fifty feet wide and one hundred feet long, with a capacity of 50,000 bushels. Their corn crib is ten feet wide and one hundred feet long, with a capacity of 7,500 bushels. Conveniences for the easy and rapid handling



AARON WALLER'S ELEVATOR AT MORGANFIELD, KY.

of grain are provided. Both of the elevators are situated on the Ohio Valley Railroad, which affords good shipping facilities.

The members of the firm are Mason Dyer, J. K. Waller and Thomas B. Young. Each of these gentlemen is interested in other lines of business. J. H. Waller is a member of the council and Mr. Young has been school trustee.

Broom corn, valued at \$13,225, was exported in December, against \$61,174 worth in December, 1891; and the exports of broom corn for the year were valued at \$140,444, compared with \$267,814 for the previous year.

Hay, amounting to 10,491 tons, was imported in December, against 5,121 tons in the preceding December; and for the past year the imports were 81,496 tons, valued at \$773,616, compared with 59,348 tons, valued at \$451,822, for 1891.

Timothy seed, amounting to 313,674 pounds, was exported in December, against 1,046,012 pounds in December, 1891. The exports during the year were 8,456,862 pounds, valued at \$300,692, compared with 8,008,787 pounds, valued at \$318,591, during 1891.

ELEVATOR PRIVILEGES IN MANITOBA.

One of the grievances of the Manitoba farmers, which has drawn out a good many letters to the papers of late, is the privilege accorded to elevators in handling grain at country points, says the *Commercial* of Winnipeg. At points where elevators have been established the railway companies receive grain only through the elevators. This compels other parties who may wish to ship wheat from such points to either erect an elevator or pay the charge for having their wheat handled through the existing elevator. This charge is usually 2 cents per bushel on wheat. Recently the Canadian Pacific Company has announced that it will accept oats and barley loaded directly upon cars, or from flat warehouses at elevator points but the rule has not been relaxed in the case of wheat.

This grievance, like most others, has two sides. The elevators are certainly an advantage to the farmers in some respects. In case of a railway blockade, or a rush of grain and shortage of cars, they provide storage for grain where otherwise there would be none. Farmers may also use the elevators for storing and holding their grain at times, if they so desire. No doubt these exclusive privileges were accorded to the elevators partly to encourage the erection of these valuable grain handling concerns at all convenient points throughout the country. The elevators are a great advantage to the railways, as they afford conveniences for the more systematic and rapid handling of the crop. It would be a slower and more expensive plan for the railways to receive all their grain from flat warehouses, or have it loaded from the wagons directly into the cars.

At the same time, looking at the matter from the standpoint of the farmer, there does seem to be some hardship about these exclusive privileges. Supposing a farmer wishes to ship his wheat on his own account, and is prepared to load it quickly upon a car, the fact that he is prevented from doing so by the rule regarding handling through elevators, and must pay say 2 cents per bushel to the elevator man in order to ship his wheat, is sure to be regarded as a hardship. In these days of low prices 2 cents per bushel is considered quite an item. The dealer who has erected a warehouse at a certain point and who is subsequently prevented from shipping grain through it, owing to the erection of an elevator at the same place, may also consider it a hardship. The farmers complain that the exclusive privilege to elevators reduces competition, as those who might buy grain for shipment through the more cheaply constructed flat warehouse are prevented from so doing. Another complaint of the farmers is, that they may lose the identity of their grain by shipping through an elevator, and get a little lower sample. A farmer's grain, for instance, may be not quite No. 2 hard, and if sold on sample would bring almost equal to No. 2 hard price; but if handled through an elevator it would have to be binned with a lower grade, which would reduce its quality.

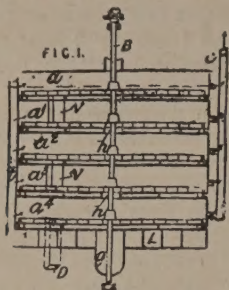
These are some of the points advanced by those opposed to the elevator privileges, as stated in letters recently appearing in provincial papers. It will be seen that there are two sides to the question, and that the contentions of the farmers are not without reason. While it seems good policy to encourage the erection of elevators, the opposition to them might be reduced by concessions on both sides. For instance, where the elevators are given exclusive privileges, some exaction might be made in return, in the direction of fixing the price of handling grain through them at a minimum figure.

We learn that the farmers and others tributary to the Northwest Central Railway are preparing a petition to the Governor-in-Council, asking that in case any aid be given that railway by the province it should be on consideration that all elevator privileges be withdrawn.

Sandefer & Crowders, Weatherford, Tex.: "We must have your AMERICAN ELEVATOR AND GRAIN TRADE as we expect to do a large grain business."

MOHR'S IMPROVED GRAIN DRIER.

Letters patent have been granted by the English patent office to D. Mohr of Elmshorn, Schleswig Holstein, Germany, for an improved grain drier, in which the grain is heated or dried in an apparatus consisting of a series of cylindrical chambers a, a', a'', a''' , as is shown in illustration given herewith, one above another, having false bottoms heated by steam. The grain is admitted to the uppermost floor, and is passed alternately through aper-



MOHR'S IMPROVED GRAIN DRIER.

tures h at the center and v at the circumference from one floor to another in succession by means of rakes carried by a central rotating shaft B , the rakes being so arranged that on alternate floors the material is moved toward the center and circumference respectively. The grain finally leaves the apparatus by the outlet D . The steam space of each false bottom is divided by suitable partitions into two incomplete annular spaces to facilitate the circulation of the steam. Air, admitted by the pipe g , is drawn by an exhauster attached to the pipe c through a spiral chamber L , where it is slightly warmed by the apparatus, and along a vertical passage t communicating with the chamber.

MISSOURI'S GRAIN DISPLAY AT THE WORLD'S FAIR.

Missourians are all in a glow of enthusiasm over the state's exhibit. Now that installation has been begun they can see the benefit that will accrue to them if their display is generous in its proportions, and are laboring accordingly. The *St. Louis Republic* in a recent issue had the following to say:

In the World's Fair Agricultural Building there has been assigned to Missouri an area of 3,310 square feet, situated near the eastern entrance of the building, directly in the path of the throngs that will pass through it on their way to the forestry, live stock and ethnological exhibits, and is the largest space granted for this purpose to any one state or territory in the Union.

The space for the installation of Missouri's crop exhibit is such as to invite great diversity of display in agricultural products, and much thought and care have been expended in determining the nature of the fixtures. There is a good supply of aisles, and the whole is to be surrounded by a handsome railing. The central feature of the exhibit will be an agricultural pagoda—the base composed of a wooden framework arranged in circular form and surmounted by a triangular structure. In the sides of this triangle will be worked in grains and grasses, the Missouri coat of arms, the seal of the United States and a Columbian medallion. From this will arise a shaft of grain, which in turn is to be surmounted by a silken globe with a map of the world on which the state of Missouri is conspicuously exaggerated. The pagoda will contain a miniature lake stocked with fish and surrounded by a garden of plants and flowers, and various designs of grains, grasses and plants will ornament the structure's entire exterior.

On each side of the main entrance to the exhibit will stand a hexagonal case, four feet in diameter, containing specimens of Missouri's choicest grasses; specimens of wheat and straw will be shown in a hexagonal case, eight feet in diameter, to the left of the center pavilion; and on the north side of the exhibit will be arranged a display of rye, oats, barley and other grains in two cases, each ten feet in length and thirty-six inches in width. All these cases are to be finished in white and gold. The center of each will be occupied by a drum covered with maroon velvet, and the grain placed against this will be at a distance of three or four inches from the glass in front.

A stairway ascends at about the center of our exhibit on the east side, and is embraced entirely within the area

allotted to Missouri. It invites peculiar treatment, and we are now constructing a corn palace that will entirely obscure its framework, and at the same time constitute a most effective display of this important Missouri product. In its construction will be used corn in the ear, shelled corn, cornstalks, cobs, silk and shucks. The interior of this corn palace will be the office of the exhibit's custodian, where visitors will be entertained and where printed matter will be distributed to such people as desire it.

To the north of the stairway will be erected a handsome pedestal twelve feet long and eight feet in height, and terraced to afford rooms for exhibiting grains of all kinds in inverted sample jars. The pedestal will be entirely covered over with agricultural products, and will be surmounted by a life size equestrian statue of General Washington. On a framework of wire both horse and rider will be wrought out in grains of various colors and kinds, and the artistic work will be of such a nature that the features of Washington may be easily recognized as they are in handsome paintings of the hero.

There will be 134 varieties of wheat and 100 of grasses in the exhibit. The balusters, railings and ceilings of the galleries will all be covered with handsome designs made of various Missouri agricultural products. In this manner sorghum, broom corn, flax, cotton, castor beans, hemp, etc., can be used to a fine advantage.

LOSSES ON FARMERS' GRAIN SHIPMENTS.

The *Montreal Trade Bulletin*, in its last weekly issue, tells of a shipment of wheat made from Manitoba to that city which was eaten up by transportation charges. The freight upon the shipment (700 bushels) amounted to \$290, which it was considered by the consignee was the full value of the wheat. The shipper here would therefore get nothing for the grain, in addition to the loss to him of handling the stuff. This shipment, no doubt, consisted of some of the very low grade wheat from the crop of 1891. If fed at home this low grade grain could be turned to good account. Considerable of this low grade stuff of 1891 has been shipped out of the country, which has scarcely paid transportation charges. Some has not paid these charges, and a good deal has done a very little better than cover freight. This is a great loss to the country, when it might have been turned to such good account at home. If turned into beef and pork this grain would have brought the grower from 40 to 75 cents per bushel. At the present high price of pork it would have paid well if marketed in pork. The loss from the shipment of this grain seems to indicate mismanagement somewhere, when by simply feeding it at home it could have been made to pay a good profit.

The *Montreal paper* advises Manitoba farmers to use this low grade grain for fuel rather than ship it East. This would be good advice if they could not do better with it. But when it has been proved by actual experiment that it will bring 40 to 75 cents per bushel, used as feed at home, it is a foolish thing to either burn or ship it. It would make a very poor fuel, and the only advantage in shipping is the profit made by the transportation companies in handling it.—*Winnipeg Commercial*.

When the farmers learn to leave the shipment of grain to men who follow it as a business and understand it, they will be able to make more by the production of grain.

THE RIGHT KIND OF WHEAT.

A grain dealer has written a farmers' paper in the Northwest as follows: "Much comment is made regarding the low price many farmers are receiving this year for their wheat. Allow me to say the reason is chiefly because farmers follow every 'will of the wisp' that appears referring to seed. One year it is Ladoga, another Blue Stem, then White Fyfe, and after two or three years of disaster they come back to that they should never have left, viz., Red Fyfe. This year many farmers are losing from 5 to 10 cents a bushel on account of having sown White Fyfe. New York exporters call it rice wheat; while some who were foolish enough to sow Ladoga are losing even more. The staple as well as desirable wheat on which our reputation was made is Red Fyfe, and any agricultural college or newspaper that advises anything else does incalculable damage. As one acquainted, both with its yielding as well as its milling qualities, I caution farmers against White Fyfe and Ladoga especially."

THE CENTAL SYSTEM.

As was announced in the last issue of the *AMERICAN ELEVATOR AND GRAIN TRADE*, the seed trade have adopted the cental system of weights for use in the buying and selling of seeds. The initial sale under this system on the Chicago Board of Trade was made January 24. It consisted of a carload of contract grade of timothy for March delivery at \$4.51 per 100 pounds. At the last annual meeting of the American Seed Trade Association a committee on weights and measures was appointed, whose special duty was to consider the advisability of adopting the cental system (making all quotations per 100 pounds, instead of per bushel, in all sales of seeds), and to formulate some plan for united action in the matter.

This committee, after consultation with a number of the leading houses in Chicago, New York, Cincinnati, St. Louis and elsewhere, issued the following circular to the trade, with the full authority of the association:

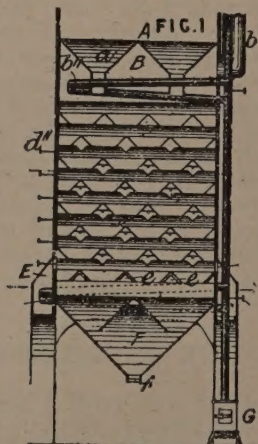
Please don't forget that Jan. 1, 1893, is the date agreed on for beginning the use of the cental system, and after that date clover, timothy, blue grass, orchard grass, millet, Hungarian and all kinds of grass seeds; also buckwheat, cane, broom corn, sunflower, osage, hemp, castor beans and pumpkin seed will be bought and sold by the pound and 100 pounds instead of by the bushel.

All members of the American Seed Trade Association have been notified, and out of the large number who have replied there was not one but favored the change or agreed to adopt it. Please make your lists and correspondence conform so that the rule may be universal.

The advantages to be gained are manifold. The legislatures in the various states have established legal weights, stating the number of pounds which shall constitute a bushel, and these vary so greatly that much controversy is caused in interstate commerce which cannot occur under the cental plan. This change will also save considerable labor in receiving, shipping and billing out goods and do away with a large proportion of the vexatious and costly errors which often occur under the old plan.

BORGARELLI'S DRYING APPARATUS.

P. Borgarelli of Turin, Italy, has recently been granted letters patent by the English patent office for a new drying apparatus which is illustrated herewith. To dry grain it is fed into a chamber A , and passes by a number of hoppers a to a chamber B below containing a number of V-shaped baffles or inverted gutters, over which the material falls, and is thereby broken up and mixed. The baffles are arranged in horizontal layers, the baffles in each layer being at right angles to those in the previous



BORGARELLI'S DRYING APPARATUS.

one, and each space between two baffles vertically above a baffle two levels below. Each baffle may be formed of a simple A-shaped trough, or it may be louvred, being made up of plain plates with intermediate corrugated plates, so as to afford free passage for the air. When plain, openings are made in the ridges of the baffles, which are provided with valves operated by handles d'' . Air, which may be heated by a stove G , is admitted to the apparatus from a chamber E by apparatus e , and escapes by a chimney b' ; b'' are steam or stove pipes for heating purposes. The dried material accumulates in a hopper F and escapes by the aperture at the bottom.

INDIAN CORN.

The stormy winter had not fled
That saw New England born
When white men ate the red men's bread
And called it "Indian Corn."
It came, a blessing in distress,
To that poor pilgrim band,
Like manna in the wilderness
Sent down from God's own hand.

They sowed its yellow kernels on
Their hills and valleys new,
And harvests green as Lebanon
And rich as Egypt grew;
Its gardens were Hope's dwelling place,
Its stock was Plenty's tree,
It fed the millions of a race
That spread from sea to sea.

And now where Freedom builds her nest
And rears her eagle brood
The heart beats of each patriot breast
Bespeak that stalwart food.
No dainty feast for pampered kings,
No sweet for gluttons' spoil,
Its strength a nation's sinews strings
To deeds of glorious toil.

Bring cakes of Scotland's oatmeal gray,
And German barley brown,
By all the rye of Russia lay
The wheat of Egypt down,
And pour the rice of East and South
From Amalthea's horn—
Their savor shall not tempt a mouth
That knows good Indian corn.

Mondamin! Ceres of the West!
Along the winds of fame
That whisper from thy queenly crest
Thy sweet barbarian name,
Come voices of Arcadian peace,
And from historic morn
Sing all the sheafy fields of Greece
A song for Indian corn.

Thou emblem grain, our civic plant!
In zone of sun or snow,
Where prairies roll or mountains slant
In rustling beauty grow.
Thy plume our nation's flower shall stand,
And on her bosom worn
Shall shine the standard of the land,
Our golden Indian corn.

—Theron Brown in *Youth's Companion*.

COMMUNICATED

[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

THINKING OF BUILDING.

Editor American Elevator and Grain Trade:—We are thinking of building an elevator here, and may get some ideas from your journal. We are very much pleased with the AMERICAN ELEVATOR AND GRAIN TRADE. Inclosed please find \$1 for one year's subscription.

Respectfully, PRINCE BROS
Hurleyville, Sullivan Co., N. Y.

CLOSING OUT.

Editor American Elevator and Grain Trade:—We are closing out our business at this point and are not quite certain as to our future location. As soon as settled we will enter the grain trade and will renew our subscription to your journal, for we believe the investment a good one.

Yours truly, I. W. SAWIN & Co.
Loxa, Ill.

ERIE CANAL OVERCHARGES.

Editor American Elevator and Grain Trade:—France was swindled in constructing a canal, while the state of New York is being swindled out of a grand waterway already constructed.

Briefly stated, the railroad grain elevator combines at New York and Buffalo are collecting an over toll of one and seven tenths cents a bushel for elevating canal grain, which, on a single boatload, foots up as follows:

Wheat,	8,000 bushels	.....	\$136
Corn,	9,000 "	.....	153
Rye,	9,000 "	.....	153
Flaxseed,	9,000 "	.....	153
Barley,	10,000 "	.....	170
Oats,	15,000 "	.....	255

To a canal steamer with three consorts loaded with oats the over toll amounts to \$935.

The above exhibit accounts for grain shipments by the Erie Canal falling off forty-one million bushels between

the years 1880 and 1892; and, considering the disadvantage Erie boatmen are laboring under, it is marvelous that they get any grain to carry.

Governor Flower has the matter under serious consideration, and has publicly and privately said that the Erie Canal must have an equal chance with railroads in terminal facilities.

Respectfully,
New York, N. Y. MELVIN DEPUY.

CONTEMPLATES BUILDING ELEVATOR.

Editor American Elevator and Grain Trade:—I am contemplating building a grain elevator this spring as soon as weather permits and would like to have all the information I can get. Inclosed please find \$1 for which send me the AMERICAN ELEVATOR AND GRAIN TRADE for one year. I would like to have the back numbers for November, December and January.

Yours respectfully, O. SWAINSON.
Pleasant Hill, Ill.

SOLD OUT.

Editor American Elevator and Grain Trade:—To correct what might be a wrong impression in commercial circles I would say that about the first of December last I traded my elevator property here to W. H. Hoover of Eldorado, Kan., for 665 acres of land in Butler county, Kan. The consideration was \$8,312.50. This required me to make a bill of sale of personal property, also a deed to some real estate in Paton. I did this in consideration of the land deeded to me.

All there is to this is that I have sold out and my friend, Mr. Hoover, will take my place as soon as he can arrange his business affairs to suit, which will probably be in the near future.

The stock of grain on hand was not transferred; nothing but the building and business.

Your truly, J. T. COWAN.
Paton, Ia.

FARMER LEGISLATION AND TRACK BUYERS.

Editor American Elevator and Grain Trade:—In the January number of your valuable journal I notice an editorial comment on the numerous bills to regulate elevators and grain men that are flooding the legislative halls of Minnesota and South Dakota. You make a few good points, but I think you hardly go far enough.

Why is it that about every legislator from the rural districts thinks he constitutes a committee of one to regulate the business of some poor fellow-being that is unfortunate enough to be engaged in the grain business? Farmers will kick when buyers are making from one to two cents per bushel profit, and go to a merchant who is making from 25 to 50 per cent. more, and never say a word.

You say the retiring governor harps about giving farmers correct weights and dockage. Why do they not enact laws to protect the buyer? I will venture the assertion that as a rule farmers are far more dishonest than buyers. The honest farmer, who weighs on with his load and off with his empty wagon, puts all his poor grain in the bottom of his loads, shovels sand in his grain and practices numerous other tricks well known to grain men, certainly does need protection.

I have noticed that some merchants like to get grain men to warring and paying more for grain than it is worth to draw trade for their benefit. They do not like to cut prices in order to induce outside trade to come in, but like to have grain buyers do that for them. I think that grain men do more toward building up a town in a grain country than any other class of business men. They should pay good, fair prices, and take strong enough weight to make shrinkage good, but no more. If neighboring towns get to "bulling" the market let them take the stuff. It is only a short time until they get tired and quit.

We have had a little trouble with track buyers (men that buy from farmers and shovel it into cars, live under their hats, etc.), but we made them tired. As a rule they are men of small means and poor business qualifications, and if regular buyers keep their wits about them it does not take long to get these fellows out of the market.

Farmer legislators have a queer idea of state and government. They are going to have the state build elevators for their own private use. The government is to buy their wheat at \$1 per bushel and store it in government warehouses and then retail it to millers at \$1 per bushel. Great government, this. If farmers want to

build elevators for their own use, all well enough. Let them build as any private individual would, but if they expect to tax you and me for it I for one protest.

In the *American Miller* I notice that the millers exchange views on different subjects through the columns of that valuable journal, and I think that if grain men would do likewise it would be beneficial to all. I do not think that I ever talked one-half hour with a good grain man in my life but what I learned something of advantage to my business. We have lots to learn, and I for one would like to hear from some of our fellow-buyers.

Yours, SUBSCRIBER.

GRADING AT COUNTRY POINTS.

Editor American Elevator and Grain Trade:—I am very much afraid that our legislature, now in session, will slop over again in the matter of uncalled-for legislation on elevators and warehouses.

It seems queer that as soon as there is a poor year for wheat, caused by overproduction and poor quality, a general howl goes up against the grain dealer and elevator man, and something has to be done by class legislation to help out the farmer.

Governor Nelson suggests in his message to extend inspection and weighing to all elevators and warehouses in the state. Of course he means to have deputy inspectors and weighers at all country elevators. The governor's object in this is to assist the farmer to get 10 bushels of wheat for 10 bushels and No. 1 grade for No. 1 wheat. If such a law should be made I will say right here, provided we have a poor crop, that he, the governor, will have to call a special session, before the next regular legislature, to repeal the law.

The writer has been a country grain buyer for thirty years in Minnesota, and when I say that the farmer (and I will take the crop of 1892 for illustration) in 90 cases out of 100 gets his wheat inspected one or more grades higher than the same wheat would inspect by state inspection, I will be sustained by 90 per cent. of the country grain buyers of Minnesota. Further than this his dockage for dirt will average 50 per cent. less than the same wheat would be docked at Minneapolis or Duluth. I do not mean to say that our state inspectors dock too much. I know they do not. I say state inspection extended to country elevators would cause loss to the farmer on a crop like that of 1892. Why, every elevator company and buyer at country points would rejoice to have the state inspect and dock and weigh the wheat for them.

Every now and then some lunatic makes the discovery that if buyers would come out into the street and "rustle" for the farmers' teams and grain like in the "good old times" the farmers would fare better. The writer used to "rustle" in those good old times at Winona, and used to bid up lots of times 8 or 10 cents a bushel to get a load away from another buyer; but after the load was in his house there was still a margin left as large as he has now without "rustling."

I hope the legislature will act upon the governor's suggestion and have wheat graded for us. Of course if the deputy inspector would inspect a load of wheat as No. 1 Northern and my judgment would tell me the wheat was No. 2 Northern or lower neither the state nor United States could compel me to buy that load for No. 1 Northern. I would simply let it alone.

A MINNESOTA COUNTRY GRAIN BUYER.

REAL CAUSE OF HIS GRIEF.

"Yes, I dabbled in futures once," said the man in the mackintosh, reflectively.

"Wheat?" inquired the man who had his feet on the table.

"No. And it wasn't corn, or oats, or barley, or mess pork, or potatoes, or chips, or whetstones. It was broom-corn. I thought there was money in broom-corn."

"Put much money in it?" asked the man in the shaggy ulster.

"More money than judgment," sighed the man in the mackintosh, gloomily.

"How much did you lose?"

"I lost \$50,000 I had hoped to make out of the deal."

"Was that all?"

"All? No. I lost \$18,000 I had borrowed from friends—"

"Have they got it yet?"

"And that wasn't all!" groaned the man in the mackintosh, unheeding the interruption, and wiping his eye furtively with the corner of his handkerchief. "I lost \$87.65 of my own money!"

Queries and Replies.

Questions and answers are inserted under this head free of charge and all are invited to avail themselves of this column.

No. 10. To Change Bushel Prices to Cental Prices.

—Will some reader of the AMERICAN ELEVATOR AND GRAIN TRADE please tell me an easy way to change the bushel prices of seeds into cental prices, and cental prices into bushel prices? Have any tables been published which give the correct reductions of centals to bushels? —READER.

No. 11. Objections to the Cental System.—As the cental or 100-pound system of weights has been so successful since its recent adoption in the seed trade, would it not be a good plan to do business in all the common grains on the same basis? Are there any objections to buying and selling wheat, corn, oats, flaxseed, rye, barley, etc., by the hundred pounds instead of by the bushel? The work of reducing gross weights to a unit would be greatly simplified, facilitated and many errors prevented, and I see no reason why the members of the trade should not make strenuous efforts to have the change made the first day of next June.—R. A. B.

A HYBRID GRAIN PROPAGATED.

J. J. Bogardus, of the grain commission firm of Bogardus & Co. of Seattle, while traveling through the Skagit delta, in Skagit county, Wash., recently, came across a peculiar species of grain grown on the farm of J. Matwin, a Norwegian, near Stanwood. Its appearance was so peculiar that Mr. Bogardus decided to investigate.

He learned that about four years ago Matwin found a peculiar head of grain in a field of barley. He saved the grains and planted them, and so continued propagation until now he has considerable land sown to the strange grain, which is very prolific, averaging 100 bushels to the acre. The farmers call it "nigger barley," it deriving its name from its appearance.

The stalk and bearded head resemble closely six-rowed barley. The grain is of a deep brown color, resembling scorched wheat, and is similar to wheat in form. The bran or shell is thin and tough. The grain is not fit for milling purposes, as flour made from it would be worth less, and a brewer who examined it said it was useless for brewing purposes. But its qualities are that it is prolific and makes excellent feed for hogs and chickens, and the Skagit farmers use it for this purpose.

Mr. Bogardus thought it might prove a valuable substitute for corn, in which this coast is deficient, as feed for hogs and chickens. He intends to forward a sample of the grain to agricultural experts to determine its family and genus.

TO SECURE ELEVATOR SITES BY LAW.

Senator Burke has introduced a bill in the North Dakota Legislature which is intended to solve the country elevator problem. It provides that, every company owning and operating railways in the state, which have not already provided sufficient warehouse or elevator room at any given station, to accommodate the traffic at that point in grain, etc., to be shipped over its line, shall, on written request of any person to its station agent or other officer, designate a site for building an elevator on its right of way adjoining the switch, such elevator or warehouse to be of not less than 5,000 bu. capacity convenient to switch and with room for wagon way and platform.

Such elevator or warehouse to be always open and operated as a public warehouse.

The railway company not to charge or receive any ground rent for such site. It shall furnish such site at least 100 feet away from any other elevator (as protection against fire) and if it has no convenient switch room at such point to permit of building as above, it must lengthen out its switch room at such siding and continue to do so as it may become necessary.

The party applying to give bond in \$1,000 with suitable surety. If the railway company does not designate site within 10 days thereafter the state's attorney of the

county or the attorney general shall institute mandatory proceedings against the company, to be heard in the district court for the district (in chambers or term time at any place in the district) after 10 days' notice to the nearest station agent. The court shall make order, having the same effect until reversed as a perpetual lease, designating the location of the elevator or warehouse, and desiring the sheriff to go upon and locate the site by driving down pins at the corners and report to the court. The employees of the applicant may then go upon said right of way and erect and operate the elevator or warehouse and any interference therewith by the railway or its employees to be contempt of court, punishable by fine not to exceed \$1,000 or imprisonment for 30 days in the county jail, or both, and the parties so interfering to be also liable to damages.

\$1.20 WHEAT WITHIN TWO YEARS.

A Dakota farmer writes to the *Minneapolis Journal*: "In 1880 we had 37,986,000 acres and 498,549,000 bushels wheat. In 1892 we have 38,500,000 acres and 500,000,000 commercial bushels, but 514,000 acres and but 1,551,000 bushels more than in 1880, and our population increased 13,000,000, which would require 50,000,000 bushels more for consumption. Now, suppose the average yield per acre of 1890 and 1892 had been the same as the preceding ten years, 12 bushels instead of 14 bushels, or 24 bushels for the two years instead of 28 bushels, with an average of 39,000,000 acres, we should have had 156,000,000 bushels less than we have; and instead of having 350,000,000 to export in the last two years we would have had but 294,000,000. The low price of the present crop is caused by piling 500,000,000 on top of 612,000,000 bushels; but the crop of 612,000,000 bushels was a godsend to the Northwest, for it added \$800 to every wheat farm in the two Dakotas and Minnesota. Now, let me predict the next two years will show an acreage of not over 38,000,000 acres, and say 12 bushels average. Now mark again. You will see wheat \$1.20 in Minneapolis inside of two years."

GRAIN IN MISSOURI.

The third annual report of Chief Grain Inspector, J. M. O'Shea, of Missouri, shows falling off in the receipts of sack grain during the year, owing largely to the overflow of the Missouri and Mississippi rivers, though the car receipts increased by 2,157 cars, with a balance of 5,431,954 bushels now in the public warehouses, making it impossible for them to store more. There were inspected on arrival here 39,634 cars of grain, 30,000 cars going into store, the balance being inspected on the track.

At St. Joseph 6,146 cars were inspected on the track and 2,496 at Kansas City.

The report characterizes the winter wheat crop as only a fair average, with the proportion of graded No. 2 red winter, hardly up to the average of the year preceding, due to heavy rains, though 80 per cent. of corn and 48 of oats are graded No. 2. The total receipts were 38,335,108 bushels of grain, with 48,476 cars, 851,522 sacks and 98,868 bushels in bulk in canal boats inspected. Besides giving in detail the data in Mr. O'Shea's report, that of Warehouse Register Tracy states the amount of grain received into store during the year to be 22,688,109 bushels and the shipments 20,691,743 bushels.

Lake Superior Elevator Company, Duluth, Minn.: "We like the AMERICAN ELEVATOR AND GRAIN TRADE very much."

Rice, rice flour, rice meal and broken rice, aggregating 8,807,964 pounds, was imported in December, against 4,881,506 pounds in the preceding December; and during the year we imported 143,803,014 pounds of rice, flour, meal and broken rice, valued at \$2,710,415, compared with 202,775,070 pounds, valued at \$3,979,822, during 1891. In addition we imported, free, from the Hawaiian Islands in December 1,077,400 pounds of rice, against 677,700 in December, 1891; and 10,058,800 pounds, valued at \$442,443, during the year, against 5,228,400 pounds, valued at \$280,930, during the year before. Only a small quantity of the Hawaiian article is re-exported, but of other foreign rice we re-exported in December 1,018,225 pounds, against 514,353 in December, 1891; and for the year, 10,441,188 pounds, valued at \$214,883, against 10,131,739 pounds, valued at \$203,572, for 1891.

RAILWAY BILLS OF LADING IN CANADA.

At the annual meeting of the Montreal Corn Exchange Association the very important matter of the non-responsibility of railway companies for the bills of lading they issue, was brought to the attention of the members of the association by Mr. A. G. McBean, who contended that when a railway company issued a bill of lading of a carload of grain to be shipped to a certain point, it should be held responsible for the proper delivery of that grain, and that it should not be allowed to plead irresponsibility for the acts of its agents. Mr. McBean urged the importance of taking immediate action in the matter and impressing upon the new council of the Board of Trade the great necessity of placing this grievance before Parliament, in order to obtain remedial legislation thereupon. Mr. Edgar Judge corroborated Mr. McBean's statement regarding the non-responsibility of railway companies in Canada for the acts of their agents in issuing bills of lading. He cited a case in which a car or two of flour was shipped to him by a western dealer who made a draft upon him with bill of lading attached, which he paid on presentation. Soon after the shipper of the flour and maker of the draft failed and left the country, and upon investigation it was found that although the bill of lading was issued by the railway agent, and purported to represent a carload of flour, not a barrel of it was ever delivered to the agent who made out the bill of lading. Upon the railway company refusing to make good the amount of the draft Mr. Judge paid upon the worthless bill of lading, he entered suit against the company; but after incurring heavy expenses he lost the case, on the ground that a railway company was not responsible for the carelessness (or something worse) of its agents.

It is of the greatest importance that railway companies be made responsible for the acts of their agents in issuing bills of lading; and if it requires an act of Parliament to make it legal, then the act should be passed. Railway bills of lading should be as good as the Bank of Montreal bills; and unless they can be so regarded, the banks and dealers who make advances upon them are not in a very safe position. Mr. George Wait stated that he understood American railroads were held responsible for all bills of lading they issued providing they had the official stamp on them; and if that be the case, why should Canadian railroads escape the responsibility which they assume. A railway bill of lading is supposed to be a guarantee of goods actually put on board cars for shipment, and it is the duty of the railway companies to see that the goods represented on their bills of lading are shipped and delivered; and failing that, they should be held liable for the amount of goods called for in the bill, otherwise, what confidence can our bankers and merchants place in them? Steps should be taken at once, now that Parliament is sitting, to have the facts of the case laid before the Ottawa authorities, in order that remedial legislation may be promptly invoked.—*Montreal Trade Bulletin*.

CORN IN SOUTH DAKOTA.

Following are some of the different varieties of corn grown in South Dakota, as collected by the World's Fair commission: White squaw corn, blue squaw, spotted squaw. The names are all fixed names by which the many varieties are classified. Longfellow yellow corn and common yellow, smut nose, so-called on account of the discolored ends, the bloody butcher corn, the russet dent, red dent, leaning dent, mammoth yellow, mammoth white, queen of the earlier, queen of the prairies, early Minnesota, pride of South Dakota, calico, dotted dent, ninety day white and evergreen sweet. There are other distinct varieties grown in South Dakota. Of pop corn there is white rice, red rice, centennial rice, golden rice, purple top rice and snowball rice. There are several other varieties of pop corn, but not among the collections made by the commissioners.

Rye, amounting to 43 bushels, was imported in December, against 16,981 bushels in December, 1891; and for the year just ended the imports of rye were only 153 bushels, valued at \$303, compared with 155,164 bushels, valued at \$120,556, for the preceding year. Last year 4,175 bushels of foreign rye, valued at \$3,340, was re-exported, against 32,187 bushels, valued at \$25,748, the preceding year.

CROP ❖ CONDITIONS.

TENNESSEE.—The wheat plants are beginning to show some signs of life, and the crop is reported generally in a fair condition.

TEXAS.—Wheat is beginning to grow. The plant is further advanced than it was a year ago, and the general prospects are favorable for a good wheat crop. Farmers are selling freely as they did during January.

ONTARIO.—The wheat is well covered with snow. There have been a few slight thaws, but not enough to uncover the ground. Farmers are selling very slowly, and fully 50 per cent. of the crop of 1892 is still on hand.

KENTUCKY.—There are no signs of growth in the coming winter wheat crop since it stopped growing last fall. The early wheat will compare favorably with last year; the late will not. Millers are running out of supplies of wheat, and it looks now as if before many days the surplus stocks would all be consumed.

INDIANA.—There are no signs of growth in the winter wheat. For nearly a week recently the crop was covered with a coating of ice. Many report damage, but it is too early to determine its extent. Similar conditions are reported in the northern and central parts of the state. Millers are fairly well stocked with wheat.

OHIO.—There are no signs of growth in the winter wheat. It is practically bare of snow, but the same time the late rains were turned suddenly into ice, and they now cover the fields generally. No damage has been reported to the crop and it is hard to tell what the outcome will be. Millers are generally carrying very light stocks of wheat and the trade is reported dull.

CLOVER SEED AND POTATOES IN MICHIGAN.—The Michigan Secretary of State reports the area of clover seed about three-fourths that of 1891. The average yield was 90 bushels. The potato crop in the southern counties is estimated at 53 per cent., in the central counties 65 per cent., and in the northern counties 81 per cent. of a full average crop. The figures for the state are 59.

CORN IN IOWA.—There is very little of the corn crop of 1891 in the hands of farmers. There is no trouble in getting cars, but farmers have not been free sellers of corn this winter. Feeders are still taking a good deal of corn for home consumption. No corn is moving at present to amount to anything, while corn at railway stations is generally being shipped out as fast as it comes to market.

MISSOURI.—There are signs of growth, while the wheat fields were green at this time last year. There seems to be very general solicitude in regard to the condition of the late sown wheat. The season has been one of such extremes, and there has been so little protection to the wheat, and the changes have been so sudden, that the general impression seems to be that the growing wheat, particularly the late sown, has suffered serious injury.

ILLINOIS.—Prime reports that in Central Illinois the early sown wheat is generally reported all right, but there are numerous reports of damage to the late sown wheat which went into winter quarters weak and sickly. In Southern Illinois the ground is bare and the general condition of the crop is reported poor, nothing like so good as it was a year ago at this time. The movement of wheat during January was good, but farmers are marketing nothing now.

MICHIGAN.—Returns from 740 correspondents, representing 580 townships, show that the wheat fields of Michigan have been well covered with snow since the 1st of January. On the 15th ult. the average depth of the snow in the state was 13 19 inches, and on February 1 it was 12 55 inches. The total number of bushels of wheat marketed by farmers in January was 1,245,129, and the total number of bushels marketed in the six months, August to December, was 9,356,744, or 493,951 bushels less than was marketed in the same months last year.

KANSAS.—In Southern Kansas there are no signs of growth in the winter wheat, says crop expert Prime. The ground is bare with hard freezing, and on sandy soil there are reports of damage in consequence of the surface drying out. Wheat was growing some in February last year, but then the plants were strong as compared with the present time. Mill supplies are light, and stocks are being reduced. In Northern Kansas the ground is bare of snow and the wheat not growing; the crop was sown from the 1st of September to the 1st of December; the

early sown looks fairly well, but much of the late sown is not yet up. The stand is generally thin, and the present condition is not so good as at this time last year.

CORN IN NEBRASKA.—Corn has been moving quite freely. Cars seem to be plentiful; dealers are selling all the shelled corn and holding the ear. There seems to be only a very small percentage of the crop of 1891 on hand.

CORN IN CENTRAL ILLINOIS.—The weather for the last fourteen days has greatly interfered with the movement of corn in Central Illinois. Dealers have considerable in elevators and have been obliged to put a great deal in crib on account of the scarcity of cars. The movement would be freer if cars could be obtained, but it is almost impossible to get them. One dealer reports that he has 40,000 bushels of corn to be delivered this month from farmers, but with the scarcity of cars and the bad condition of the roads these contracts will be a dead letter.

MADE \$2,000 IN WHEAT.

"How's wheat?" asked President Palmer of a visitor yesterday. "Do you know I made \$2,000 to day in wheat? Yes, sir; \$2,000 clean money."

Secretary Dickinson and others present congratulated Mr. Palmer, who, after complimenting Jim, his messenger boy, on the quality of the cigars he had just brought in, continued: "You see one of my friends on 'change wanted me to buy 100,000 bushels at 83 cen's. To day the market broke to 81 cents. I hadn't invested, and am \$2,000 winner. I never did speculate much on my brains. There's no money doing business that way."

NO MORE USE FOR CORNERS.

"Old Hutch," once the terror of speculators on the Chicago wheat market, and one of the causes of the farmers' demand for the anti-option bill, has been trying to make a living by selling groceries in New York. But after selling five pounds of salt for sugar to a coal heaver, who brought it back and threatened to smash him, and mixing snuff with the coffee, he gave it up and sold off everything at half price and got out of the business. He is evidently unequal to any more corners, even when there is a grocery on it.

SCREENINGS.

The grain elevator is a sort of magazine of cereal stories.—*Puck*.

The name of D. E. Sibley, who failed recently on the Chicago Board, is "Dennis."

The sugar mill at Conway Springs has been converted into an elevator. It has gone up, so to speak.—*Kansas City Star*.

When it comes to talking of this country's crops, the hair-cutting barber unquestionably stands at the head.—*Philadelphia Times*.

Now as to the bulls and bears on 'Change

A story has been started,

That owing to Hatch's little bill

They're getting chicken-hearted.

Barnes.—"What did that farmer say when you scolded him for feeding corn to the horses?" Potter.—"He said that he thought corn was the right kind of feed for cobs."

A grain of barley sprouted

And a slender stem upreared;

Then it raised its head to look about,

And the wind blew through its beard.

When a grain field has got all it can hold, it is ready for some mower.—*Texas Siftings*. Yes, and you ought to be thrashed for getting off so much chaff. It's too harrowing.—*Miller's Guide*.

"Famous New York Corners" is the title of an illustrated article in a recent issue of the *Sun*. There is nothing approaching the spirited action of a corn corner on the Chicago Board of Trade.

Hops, amounting to 794,648 pounds, was imported in December, against 571,455 pounds in December, 1891; and during the year, 2,573,946 pounds, valued at \$994,788, was imported, against 2,707,876 pounds, valued at \$1,085,076, during 1891. Last year we re-exported 125,829 pounds of foreign hops, valued at \$36,998, against 193,560 pounds, valued at \$57,474, in 1891.

THE RUSSIAN GRAIN TRADE.

Advices from St. Petersburg state that the special commission for the regulation of the grain export business has submitted a complete set of rules to govern the trade, of which the principal are summed up as follows:

A board of inspection is to be established to control all grain to be exported. Special committees will be established on the western frontiers, where state functionaries will be intrusted with this work. All grain containing too much foreign matter will be specially noted, and samples held for three months. The inspector will deliver to the exporter a certificate of quality, on which the right of appeal for analysis will be granted for eight days. The exporter whose grain contains more than the specified percentage of extraneous matter will, on the first occasion, be fined one copeck per pound (six cents per quarter), on the second occasion two copecks and on the third occasion four copecks. Three complaints in one year will lead to the culpable exporter being suspended from carrying on business during that year. To cover the cost of inspection a charge of one-twentieth of a copeck per pound will be made.

It is proposed to commence this system of inspection in 1894.

The percentage of impurities to be allowed in Azima wheat in 1894-95 is $4\frac{1}{2}$ per cent., and 1896 $3\frac{1}{2}$ per cent.; exception will be allowed for the Azof and Eastern Black ports, where the percentage will be fixed at $8\frac{1}{2}$ per cent. in 1894, $6\frac{1}{2}$ per cent. in 1895, and $4\frac{1}{2}$ per cent. in 1896; whilst Ghirko wheat in 1894 will be allowed to be exported with 7 per cent. of impurities, and 4 per cent. in 1895 and 1896.

For rye, oats and barley, the amount of impurities is to be fixed at 3 per cent., and for maize and millet 2 per cent. whilst agricultural seeds will be allowed to contain 3 per cent. In the above percentages of impurities, dust, stones and dirt must not exceed 1 per cent.

TO PACK AND SHIP BROOM CORN.

With broom corn, as with nearly all produce, the price depends on the condition of the crop when it arrives in the market. It should be cut while the seed is in the dough, in order to get a fine green color, as on the color largely depends the price; fine green corn often bringing three cents per pound more than red corn which gets ripe.

As fast as the corn is cut it should be hauled at once to the shed and put through the scraping machine, which takes the seed all off, and should then be placed on shelves in the shed in layers four inches deep, with plenty of circulation through the shed, so that it will thoroughly cure without molding.

Broom corn should not lie in the field at all after being cut, as the sun, dew and rain all affect the color. In putting it through the scraper great pains should be taken to see that the seed is thoroughly taken off. Ten days of dry weather is generally time enough to cure it. When the stalks will snap off it is dry enough to bale. An experienced man should be at the press, as in order to look well, the corn must lie even and be well butted at the ends and packed down well, so as to make good, solid bales. Baled in such shape it can be shipped and reshipped almost any distance without wires coming off and falling to pieces, thereby causing the shipper an expense of cooerage and rebaling.

Shippers can realize as much money out of one-half the amount of broom corn well taken care of as twice the amount poorly taken care of.

BOSTON'S GRAIN TRADE.

The receipts in cars and shipments in bushels of grain, malt and hay at Boston, Mass., during 1892, according to the report of E. G. Preston, secretary of the Boston Chamber of Commerce, were as follows:

Receipts—Wheat, 6,935,821 cars; corn, 7,106,317 cars; rye, 73,539 cars; oats, 8,191,316 cars; barley, 192,648 cars; malt, 1,306,278 cars; hay, 17,036 cars.

Exports—Wheat, 7,403,935 bushels; corn, 2,754,532 bushels; oats, 1,398,808 bushels; rye, 141,377 bushels; barley, 57,282 bushels; buckwheat, 257,622 bushels.

Iowa's state building at the World's Columbian Exposition will be decorated with 1,300 bushels of Iowa corn which F. N. Chase, secretary of the Iowa commission, has bought of E. Conway of Sioux City.

DOTS AND DASHES.

Among the members of the State Senate of West Virginia is one grain dealer.

It is not so much how to raise wheat as how to raise the price of it, that farmers are interested in.

"I like to eat corn on the cob," said Mamie. "It makes me feel as though I was playing on a flute."

F. N. Bennett & Co., Clay Centre, Kan.: "We like your AMERICAN ELEVATOR AND GRAIN TRADE very much."

With 50,000,000 bushels of wheat in store at lake ports is it any wonder the price is low? Seven million people could subsist on that quantity a whole year.

The Minnesota World's Fair Commission is soliciting samples of Minnesota grains for exhibition at Chicago. White flint corn on the ear is especially desired.

Last year Duluth shipped 19,240,001 bushels of wheat, and Superior 13,718,493, and in 1891 Duluth shipped 14,434,000 bushels and Superior 19,393,000 bushels.

The wheat market in Chicago is one of the greatest uncertainties of nineteenth century trading, and hence the large number of devotees that are always to be found at its shrine.

The Tehuantepec ship railway, which is to connect the Atlantic and Pacific Ocean, is being pushed by the Mexican government through Messrs. Corhea, Stanhope & Co., the contractors.

One million pounds of binder twine was last season manufactured at the Minnesota State Prison and sold direct to farmers at nine cents per pound. The daily output now is 6,500 pounds.

Eight bushels of White Russian oats, sown on four acres of land by a farmer in Genesee county, Mich., produced 344 bushels, of such excellence that samples exhibited at the county fair took first premium.

The potato crop of Europe last season was one-fourth larger than the previous season. The increase in the production of this important food crop may be the cause of a diminution in the present consumption of grain.

A loaded revolver passed through a corn sheller at Oswego, N. Y., recently. Five shots were fired, but did no damage. Evidently the sheller was attending strictly to business and did not propose to let the gun go by without a rub.

Senator Washburn, the Minnesota miller, declares that the low price of wheat is due entirely to gambling in "futures;" but he has no way to account for the high price of cotton, although gambling in cotton "futures" is a favorite pastime with speculators.—*New York World*.

Flaxseed, amounting to 11,439 bushels, was imported in December, against 19,633 bushels in the preceding December; and during the year 1892, 62,701 bushels, valued at \$78,128, was imported, in comparison with 758,756 bushels, valued at \$865,409, during the preceding year.

Farmers near Waterloo, Ia., are being solicited to try a new kind of oats claimed to yield from 60 to 125 bushels per acre. The seed is furnished free of cost and the farmer agrees to deliver half the crop to the man who furnishes the seeds. Contracts have thus been made for several thousand bushels of seed oats. The contracts may be notes, but have not been heard from yet.

C. H. Graves, of Sioux City, says: "The farmer now has a market in which the miller, the packer and the speculator are buyers. Would it be as good a market if the speculators were eliminated, and the buyers were only the millers and packers? That is the question. It seems to me that the more buyers there are the better the market is likely to be. Nails are bought by the keg for actual delivery. I believe that the nail makers of Pittsburgh would like to see a speculative market for nails in every large city."

The short sellers of wheat in Chicago, against stocks of wheat and flour elsewhere, are proving to be, what they have thousands of times been, real conservators of value. It is by the operation of these short sales of millions of bushels, by Minneapolis, Duluth and elsewhere East and West, that Chicago market has been kept, as it is daily, above other markets in this country and abroad. These wheat sales having been made at all kinds of prices, as a

market weakens, and a profit is in sight, the seller becomes a buyer, and saves a further break.—*Toledo Market Report*.

The fact that the Anti-Option Bill is likely to become a law has unfavorably affected prices in America, although it is difficult to understand how such a law could more than temporarily depress the value of wheat; that is to say, while the process of unloading was carried on. If option dealing be finally stifled, or crippled, in the United States, there would doubtless be a large increase in these operations in the London and Liverpool markets, a change which will have its advantage as well as its demerit.—*Beerbohm's London Corn Trade List*.

The *Leader* of Earlville, Ill., tells of a farmer who, waiting at an elevator in that town, made a bet of \$5 that his team of two horses could at one time pull two wagons loaded each with 62 bushels of shelled corn up the steep snow and ice covered incline into the elevator. After several attempts, with much beating, shouting and swearing, the poor horses, barefooted behind and smoothshod in front, accomplished the feat. The *Leader* magnanimously withholds the name of the farmer or the equally mean man that bet with him.

WILL ESTABLISH GRADES BY LAW.

The populist house of Kansas has recommended for passage the following bill.

Be it enacted by the legislature of the state of Kansas:

Section 1.—Hereafter there shall be, as at present in the state, only three grades of wheat, which shall be respectively known and designated as the second grade, third grade and fourth grade, and said grades shall not be otherwise designated, either by prefixing or adding to any word or words, letter or letters, figure or figures, or otherwise, for the purpose of distinguishment or any other purpose.

Sec. 2. All wheat of good sound berry weighing fifty-eight pounds to the bushel shall be graded as second grade wheat, and shalls at present be the best grade.

Sec. 3. All public and private grain inspectors in this state shall be governed by this act, and the grade of all wheat bought and sold in this state shall be in accordance with the grades hereinbefore established.

Sec. 4. Every person or company, corporation or firm who shall violate any provision of this act shall be liable in the sum of \$50 to the person injured thereby, to be recovered by civil action in any court of competent jurisdiction, together with an attorney's fee of \$10 and costs of such action.

Mr. Ryan, the author of the bill, claimed that fifty-eight pounds had always been the standard of wheat until a few months ago, when it was raised to fifty-nine pounds by the Kansas City men.

The less the number of grades, the greater will be the difference in the prices of those grades, and the average price country buyers have to pay for wheat will be less. Country dealers buy grain on its quality and condition, which they determine by personal examination. It is not necessary for them to grade it or to accept the grading of anyone else. Country dealers bid for wheat on their own judgment and cannot be forced to do otherwise. Grain grades represent only relative qualities, and the price of any grade will be fixed by the poorest quality in that grade; so buyers at points in Kansas where state inspection has been established will profit by this reduction of the number of grades. They will of course not sell by the same grades they buy by but will ship the grain to points outside the state where more grades are in use and the lines dividing the grain are more closely drawn. It is surprising that such a bill should originate in a house whose membership includes only the avowed friends of the farmer.

PHILADELPHIA'S GRAIN EXPORTS.

While all Atlantic ports did an increased grain business in 1892 it is pointed out in the annual report of the Commercial Exchange of Philadelphia that shipments of cereals from that city lead all the rest in rate of growth. It is explained that while "New York has made an increase on wheat of 7 per cent., and Baltimore of 3 per cent., Philadelphia has gained 44 per cent. On corn New York has increased 42 per cent., Baltimore 306 per cent., while Philadelphia has gained 604 per cent."

Trade Notes.

The constant drop of water
Wears away the hardest stone,
The constant knaw of Towser
Masticates the toughest bone;
The constant cooling lover
Carries off the blushing maid,
And the constant advertiser
Is the one who gets the trade.

—*Wahoo Wasp*.

J. M. King & Son are manufacturing oats and barley separators at Rochester, Minn.

The Cyclone Fanning Mill Company of White Pigeon, Mich., has been reorganized.

The Dustless Fanning Mill Manufacturing Company of Flushing, Mich., has \$5,000 capital stock, of which \$4,500 is paid in.

Ames & Detrick, manufacturers of bags and bagging at San Francisco, Cal., and Portland, Ore., have dissolved partnership.

James Leffel & Co., of Springfield, O., have added some special machinery of new design to their already extensive steam boiler and engine works.

The Broom Grain Separator is a new invention, which is designed to take the place of and is said to be superior to the fanning mill, says a local paper at Alexandria, Minn.

The Manning Automatic Grain Purifier, made by C. B. Gorham of Turner, Ill., is becoming very popular with horsemen and farmers who desire to feed their animals clear grain.

A company will build shops at Fairfield, Ia., to manufacture grain separators, weed extractors, graders, single and double scourers and coffee cleaners. The capital stock is \$20,000. D. W. Templeton, the grain dealer of Fairfield, is president; W. W. Rankin, secretary, and W. H. Pence, a practical machine man, is a director.

Advertising is a reminder full as much as an introduction. The public is careless and forgetful. Every hour gives evidence of it. These failings advertising meets half way by reiterating its statements, and eternally reminding the forgetful public of their opportunities, their remedies, their needs. And the public is quite willing to pay for the reminder.

FLAXSEED AT CHICAGO.

The monthly receipts and shipments of flaxseed at Chicago during the past thirteen months was as follows:

Months.	Receipts.		Shipments.	
	1893.	1892.	1893.	1892.
January	396,550	782,650	323,261	296,355
February		556,050		200,884
March		592,900		223,395
April		547,800		702,589
May		309,650		743,930
June		563,750		577,002
July		612,700		806,375
August		729,300		1,039,113
September		761,750		974,668
October		1,452,000		1,150,685
November		1,395,350		1,865,880
December		743,050		228,160
Total	396,550	9,046,950	323,261	8,278,936

The resolution urging Wisconsin representatives in Congress to support the Anti-Option Bill, was recently defeated by the State Senate. All legislators are not nearsighted.

The annual winter corn exhibit of the state of Nebraska which was held last month was one of the best since the first exhibit in January, 1888. Lee Smith of De Soto captured the first premium for the twenty largest ears, with twenty ears of white corn weighing 25½ pounds. Some pop corn and sugar corn of fine quality was also shown and awarded premiums.

Olney Newell, secretary of the Denver Chamber of Commerce and Board of Trade, reports that the carload receipts during 1892 in that city were as follows: wheat, 1590; corn, 1144; oats, 1879; rye, 3; barley, 230; seeds, 24, and hay 3392. There is no shipping trade in grains from Denver, Colo. As yet there is not being produced, perhaps, more than is required for home consumption.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, February 11, 1893, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany		3,000	5,000	7,000	25,000
Baltimore	1,059,000	550,000	205,000	51,000	
Boston	48,000	179,000	42,000	1,000	15,000
Buffalo	3,052,000	85,000	78,000	59,000	668,000
do afloat		288,000			
Chicago	14,322,000	6,443,000	2,427,000	366,000	48,000
do afloat	3,335,000	1,164,000	205,000		
Cincinnati	5,000	4,000	5,000	5,000	191,000
Detroit	1,946,000	18,000	39,000	6,000	153,000
do afloat	144,000				
Indianapolis	270,000	151,000	95,000	4,000	
Kansas City	1,514,000	287,000	72,000	13,000	
Milwaukee	2,201,000	19,000	29,000	97,000	178,000
do afloat	82,000				
Minneapolis	11,874,000	164,000	14,000		57,000
Montreal	570,000	15,000	469,000	32,000	88,000
New York	12,208,000	748,000	1,265,000	79,000	247,000
do afloat	585,000	141,000	285,000	25,000	128,000
Oswego					145,000
Peoria	145,000	340,000	211,000	24,000	36,000
Philadelphia	13,390,000	179,000	93,000		
St. Louis	5,250,000	1,624,000	131,000	34,000	68,000
do afloat					
Toledo	3,671,000	1,515,000	102,000	71,000	
Toronto	329,000		49,000		53,000
On Canals	58,000				
On Lakes					
On Miss. River					
Grand total	80,973,000	14,251,000	5,822,000	919,000	2,080,000
Same date last year	41,801,436	9,829,080	3,753,419	1,935,881	1,568,093

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector P. Bird Price the grain received at Chicago during the month of December was graded as follows:

WINTER WHEAT.

Railroad.	White.	Hard.	Red.	No Grade.
	2 3 4	1 2 3	1 2 3 4	No Grade
C. B. & Q.	2 1	85 42	37 72 29	
C. R. I. & P.	1	12 33	7 23 10	
C. & A.	1	1 10	2 42 9	
Illinois Central	1	4 3	2 37 12	1
Freeport Div.		5		
Galena Div. N. W.		13 8	2 30 11	
Wis. Div. N. W.	1		7 18 4	
Wabash	3	4	6 28 14	
C. & E. I.		1	5 18 7	
C. M. & St. P.	6 1	2	5 21 2	
Wisconsin Central				
C. G. Western		120 213	20 13 4	
A. T. & S. Fe.		91 541	170 22 10	
Through & Spec.		277 42	145 31 4	
Total each grade	13 4	614 893	408 355 116	10
Total W. wheat				2413

SPRING WHEAT.

Railroad.	Northern.	2	3	4	No Grade.	White.	Mixed Wheat.
		2 3 4				2 3 2 3	
C. B. & Q.		75 674	109	10 1	79 2 7		
C. R. I. & P.		28 164	21	1	45 1		
C. & A.			3	1	3		
Illinois Central			1				
Freeport Div.		43 22	1				
Galena Div. N. W.		58 376	63		13 3		
Wis. Div. N. W.		45 23	21	1	1		
Wabash		2					
C. & E. I.			1				
C. M. & St. P.		300 1,442	146	2	3 3		
Wisconsin Central			1				
C. G. Western		15 57	24	3	7		
A. T. & S. Fe.		1 6	2		1		
Through & Spec.		1142 250	13	1	64 18 2		
Total each grade		1702 3270	406	16 4	216 20 16		
Total Spg. wheat							5650

CORN.

Railroad.	Yellow.	White.	2	3	4	No Grade.
	2 3	2 3				
C. B. & Q.	41 109	12	46	223	35	
C. R. I. & P.	23 40	2	66	192	9	
C. & A.	49 367	13 79	58	274	87	
Illinois Cent.	94 628	35 142	115	205	185	7
Freeport Div.	2 31	1	3	19	10	
Gal. Div. N. W.	33 133	3 5	30	264	47	2
Wis. Div. N. W.	7			3		
Wabash	57 224	18 55	10 94	83	1	
C. & E. I.	17 324	2 29	13 199	203		
C. M. & St. P.	12 1		6 43	10	2	
Wis. Central						
C. G. Western	57	4	17	227	25	
A. T. & S. Fe.	50 322	5 14	47 317	19		
Thrh & Spcl	50 642	2 39	66 149	19		
Total each grd	416 2896	79 382	477	2209	732	12
Total corn						7204

OATS.

Railroad.	White.	2	3	White Clipped.	No Grade.
	2 3			1 2	
C. B. & Q.	153 390	91 78			
C. R. I. & P.	27 456	27 111			
C. & A.	21 68	42 13			
Illinois Central	11 80	49 22			2
Freeport Div.	6 206	28 61			
Galena Div. N. W.	14 528	37 148			2
Wis. Div. N. W.	4 143	35			1
Wabash		42 7			1
C. & E. I.	3 44	24 19			
C. M. & St. P.	8 448	48 209			10
Wisconsin Central	5 9	4 1			3
C. G. Western	6 138	13 69			
A. T. & S. Fe.	2 64	51 6			
Through & Special	15 57	3 10			7
Total each grade	275 2673	424 790			24
Total oats					4197

RYE.

Railroad.	1	2	3	No Grade.
C. B. & Q.			38 17	1
C. R. I. & P.			16 4	
C. & A.			2	
Illinois Central			1 1	
Freeport Div.			3 2	
Galena Div. N. W.			14 10	
Wisconsin Div. N. W.			9 8	
Wabash				
C. & E. I.			2	
C. M. & St. P.			54 10	
Wisconsin Central			1 1	
C. G. Western			4 3	
A. T. & S. Fe.			28 5	
Through & Special			19 8	
Total each grade			189 69	1
Total rye				29

BARLEY.

Railroad.	Bay Brewing.	Chevalier.	3	4	5	No Grade.	Total No. Cars by Each Road.
	3 3 2						
C. B. & Q.			79 33	9			2574
C. R. I. & P.			22 70	14			1433
C. & A.			1				1158
Illinois Central							1639
Freeport Div.			18 25	2			488
Galena Div. N. W.			54 30	10			1938
Wis. Div. N. W.			131 246	17			976
Wabash							657
C. & E. I.							911
C. M. & St. P.	1 2		334 165	7	2		3305
Wisconsin Central							26
C. G. Western			1 20	118	1		1179
A. T. & S. Fe.							1772
Through & Special				4	2		3682
Total each grade	1 3		663 691	54	4		21,138
Total barley							1416
Total all grain							21,138

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from Atlantic ports during the two weeks ending February 11, as compared with same weeks last year, have been as follows:

	For week ending Feb. 11.	For week ending Feb. 13.	For week ending Feb. 4.	For week ending Feb. 6.
	1893.	1892.	1893.	1892.
Wheat, bu	1,805,000	1,835,100	1,676,000	1,801,400
Corn	545,000	2,532,900	828,000	3,576,300
Oats	102,000	154,700	80,000	280,800
Rye	10,000	47,000	45,000	380,700
Flour, bbls.	250,000	284,400	282,000	290,900

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during January, 1893 and 1892, of seeds, hay and broom corn:

Repts.	Timothy lbs.	Clover, lbs.	Other grass seeds, lbs.	Flax-seed, bu.	Broom corn, lbs.	Hay, tons.
1893...	1,583,621	304,136	145,080	416,878	2,121,750	24,863
1892...	1,295,236	506,910	268,135	679,766	810,750	24,340
1893...	2,076,195	1,035,377	343,437	371,259	2,487,191	4,252
1892...	2,290,800	1,235,543	164,843	466,201	1,591,981	3,338

RANGE OF PRICES AT CHICAGO.

The daily range of prices of grain for January delivery at Chicago since January 15 and for February delivery since February 1 has been as follows:

	WHEAT.			CORN.			OATS.			RYE.			BARLEY.			FLAX SEED.		
	Low.	High.	Closing.	Low.	High.	Closing.	Low.	High.	Closing.	Low.	High.	Closing.	Low.	High.	Closing.	Low.	High.	
JANUARY.																		
15	10	76 78	77 43 44 43 31 31 31 58 58 45 70	17	72 72 70 43 43 43 31 31 31 57 57 45 70	18	75 76 76 74 42 42 42 31 31 31 56 56 45 62	19	74 74 74 42 42 42 30 30 30 56 56 42 60	20	73 74 73 42 42 42 30 30 30 54 54 45 47	21	73 74 74 43 43 43 31 31 31 54 54 45 62					
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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1893.

THE UNJUST DISCRIMINATION OF THE ANTI-OPTION BILL

It is quite bad enough that the Anti-Option bill should seek to accomplish ulterior ends under the false pretense of being a revenue law. But perhaps the worst feature of the bill is that it aims to "protect" only certain articles from the alleged nefarious manipulation of bulls and bears. It thus "protects" raw or manufactured cotton, hops, corn, wheat, rye, oats, barley, bacon, pork and lard. It passes over other articles which are dealt in for future delivery, among which we may name iron, copper, coffee, stocks and bonds. If the Anti-Option bill is such a good thing for everybody except the so-called gamblers, why are not its provisions made to cover the articles named above, in addition to the agricultural products enumerated in the bill? Simply because the bill itself is a piece of clap-trap designed to deceive the farmer by professing a warm regard for his interests.

The present system of trading in futures is the outcome of the changed conditions of commercial life. It has enabled the crops of the country to move from field to market without friction and without violent fluctuations in price. In his speech before the Senate, Senator White of Louisiana, called attention to the rapidity with which the cotton crop is moved now, compared with the days before dealing on the exchanges had come into vogue. From 13 to 30 per cent. of the crop of cotton was the amount marketed in the first three months of the year in the good old days to which Senator Washburn and Congressman Hatch would carry us back. Compared with this in the first three months of the crop year 1891 and '92 (September, October and November) over 71 per cent. of the cotton reached the market. This 71 per cent. means that in 90 days 6,446,000 bales of cotton left the fields and reached the markets. Such a result would be im-

possible without the co-operation of capital acting through the channels of the exchanges, and the same is true of the vast grain crops of the West and Northwest.

But, in compliance with the demand of a portion of the farmers, all this is to be changed, and while other business goes on in the channels which modern commerce has chosen, dealing in agricultural products is to be put back on the basis of a generation ago. It is monstrous.

A HANDSOME PAPER.

Performance rather than promise has been the motto of this journal; and such advance as it has made, has been a steady and substantial growth; not the inflation of booming towns or "boom" editions. We believe our readers will agree with us that improvement as well as growth has marked the successive issues of this journal. At any rate that has been our constant aim, and our readers must be the judges as to the measure of success that has attended it.

Nor have we confined this effort wholly to the subject matter. We believe this journal has always presented a neat and attractive page typographically considered; far in advance of the average class paper, we are bold enough to believe. But there is always room for improvement in such matters. At the present time one of the best known paper mills in the country is filling a special order for the AMERICAN ELEVATOR AND GRAIN TRADE. This order is for a quality and weight of paper that will easily place this journal in the front rank as one of the handsomest journals in the country. This will be its dress for the future, after the present issue. Clothes do not make the man nor does the quality of paper used constitute the journal; but all will admit when our next appears, that a vast improvement has been made which both readers and advertisers will appreciate.

DOCKING RECEIPTS AT TERMINAL ELEVATORS.

In our last issue we showed that our correspondent "Observer" was in the wrong when he stated that the system of docking receipts at terminal elevators for future shrinkage was "necessary and fair," and in this issue he says: "I am willing to admit that the system is not absolutely just." We were not referring to the trifling shortages of 30 to 100 pounds per car, but to the principle. Shippers seldom object to a shortage that is less than one per cent., and different ones agree to allow from $\frac{1}{4}$ of 1 per cent. to 1 per cent. They are seldom disappointed in not having the full amount taken. The practice is decidedly wrong and it truly seems remarkable that terminal elevators will stoop to such petty pilfering. They should be above it.

It is not the small shortages that cause country shippers so much loss and trouble but the large ones. The continued infraction of any law, no matter how small the breach may be, always leads to a greater violation of the provisions of that law. Docking grain at terminal elevators is no exception to this rule. In this issue our correspondent says that every weighman will make sure his house will not be short and so as his doubts increase regarding the elevator's surplus he will increase the amount of his dockages. It will always be so whether the elevator man is honestly inclined or not. Large amounts are frequently taken by thieves traveling under the cloak of this infamous custom. Last year we learned of a terminal elevator man who secured at some expense a description of the handling and weighing facilities of each country elevator along a line that brought much grain to his house. That he intended to be guided to some extent by these facts in his dealings with those shippers, cannot be doubted. There are others who will increase the amount of their dockage little by little until the country shipper objects. In this way they learn how large a dockage will bring a kick from each shipper who sends much grain to that house and then keep just below the

kicking point. The custom of docking shields these systematic pilferers.

Prominent members of the Chicago Grain Receivers' Association have opposed the practice of docking receipts at the terminal elevators as being unjust and unnecessary. They hold that the public elevator men should stand any loss in quantity due to shrinkage, and that the present storage charge is ample to make good the loss by shrinkage and leave a good profit.

If the receipts from storage are not sufficient to do this then let the storage rates for periods exceeding ten days be advanced so that it can be done. In this way the owner of grain will bear the loss due to shrinkage during his period of ownership, which as we showed in our last issue he should do.

TRACK SCALES FOR KANSAS GRAIN SHIPPERS.

Kansas grain dealers have organized an association and are vigorously working in the right line to reduce their losses in transit. We publish in this issue the bill which they have introduced in the state legislature and are working for with a firm determination to have passed. That it will become a law we do not doubt, but do doubt that the use of track scales will reduce the evil complained of, because they have failed to do so in Illinois and Illinois shippers look upon them as being no better than a good guesser. Unless inclosed and frequently examined and put in order by a scale expert track scales are worse than useless, and should not be depended upon. Every effort should be made to secure correct weights and a clean bill of lading; shippers are entitled to a receipt for every pound of grain placed in the car and if the full amount is not delivered the carrier should be required to make good the loss to the shippers. The Kansas shippers do not ask this but allow one-fourth of one per cent. for shrinkage in transit.

However correct weights will not be often obtained upon track scales and a clean bill of lading will not be of much benefit without correct weights obtained upon reliable scales. A very unique and unjust feature of the bill is a clause providing that shippers shall pay carriers 25 cents for each car weighed. As a public carrier it is the duty of every railroad company to weigh and receipt in full for all goods received for shipment over its line. The charge for transportation should be sufficient to cover all incidental expenses. The carrier's income from weighing grain at each station where track scales were put in would be at least 5 per cent. on the cost of the scales and the receipts from other sources might enable carriers to make a profit on its investment.

It would be much better for elevator men and carriers to have all grain weighed through the elevators and on reliable hopper scales of large capacity. It would be of advantage to the country elevator man in several ways. He would be able to secure correct weights on reliable scales which would prove an advantage over the track shipper and undoubtedly would lead many farmers to seek his service. If railroad companies would give clean bills of lading for all grain loaded from country elevators equipped with hopper scales and not for grain otherwise loaded it would place a premium upon the services of every country elevator man and he could well afford to put in good hopper scales. Under such circumstances he would undoubtedly be called upon to load the grain of every farmer and irregular buyer who now delays cars and reduces the shipping facilities of carriers by loading direct from wagon to car. Cleaning and loading at one cent a bushel would prove profitable to both shipper and elevator man.

Carriers would profit by having grain so loaded, in that the average time cars are delayed for loading would be greatly reduced and they would be paid freight on the amount actually carried to market not on the amount less what is stolen at transfer points, or docked for future shrinkage.

The proposed Kansas law provides that the carrier must weigh the grain or accept the shipper's sworn statement. It should be further amended

to the effect that if carrier preferred, it could have its agent watch weighing. Hopper scales of sufficient capacity to weigh a carload at one draft should be used and clean bills of lading required. The experience of Illinois shippers shows that track scales are anything but desirable and Kansas shippers will find that they do not remedy the evil aimed at; if they do succeed in having them put in. Country grain shippers in all parts of the country will welcome anything that puts at end the shortage evil, but will not accept a remedy that will prove worse than the evil.

GRAIN LAWS FOR TEXAS.

Texas is without any laws governing the storage or grading of grain, but the grain dealers of that state have robbed great theoretical reformers of an opportunity to do the trade injury and taken steps to secure the enactment of a law to provide for regulating public grain elevators and the grading of grain. This is a wise move that merits the hearty support of every grain dealer in that state.

A good public warehouse law will encourage the business in any state, as it inspires public confidence in storage certificates. However, care should be taken lest the regulations be made so stringent as to discourage instead of encourage men to operate their houses as public grain houses. An elevator man cannot be forced to operate his house as a public house. It has been tried by the farmer legislators of several states, but in vain.

The establishment of state inspection will facilitate trade within the state and prove of advantage to the export grain trade, providing the inspection department is placed in charge of a competent man and kept out of the hands of the politicians. The establishment of grades and an understanding of them by the members of the grain trade will facilitate and foster the grain shipping business of the state.

A BIT OF ANCIENT HISTORY.

The "Hold your Wheat" circular and the matter thereunto appertaining are not fresh as news but are nevertheless interesting, especially as a sort of mystery has always surrounded the authorship of the circular. A general consensus of opinion at the time attributed the circular to Mr. Pillsbury, and while not affirming his immediate authorship, public opinion credited Mr. Pillsbury with paying the by no means insignificant cost of circulating millions of copies of the document.

A somewhat sensational daily paper professes to give, at this late day, the bottom facts respecting this brilliantly conceived but ineffectual and unjustifiable attempt to corner the wheat market; for it was the first attempt on record to corner a crop in the producers' hands. We need not detail the contents of the circular nor repeat the allegations of the sensational paper in question, that Pillsbury intended simply to unload wheat already on his hands. It is only necessary to assume the conceded fact that the purpose of the circular was to bull wheat, without reference to what Mr. Pillsbury's purposes were.

One of the printers of the circular has turned up and from his statements and the admissions of Mr. Pillsbury, the real story of the circular can be put together in all substantial features. It appears that the idea of the circular was conceived by a speculator named Hugo Mattullath. The services of a St. Paul paper, *The State*, organ of the farmers, were called into requisition. Mattullath bought, or rather leased the paper, explaining that he had a great scheme to benefit the farmers. With the paper was secured a list of the local secretaries of the alliance all over the United States, through whom the circular was to be distributed, whether the authorities of the alliance endorsed the scheme or not. The scheme was not endorsed, or at least, negotiations proceeded so slowly that Mattullath determined to send out the circular anyhow. So a million copies or more were at once spread broadcast over the country. Mr. Pillsbury denies that he ever

saw a copy of the circular until it was printed, but admits that he assisted in its circulation, as he believed its statements were true in the main. The circular was endorsed by the alliance press bureau, but was repudiated by President Polk.

Whether or not Mr. Pillsbury profited by the circular is of no especial concern at this late day. The chief point is that speculators used the prestige of an alliance paper and of the alliance press bureau to further private ends. This journal stated its belief at the time that this famous circular was in its conception, at least, the work of a bull speculator. The sequel, whether all the Sensational allegations are believed or not, demonstrates the truth of our surmise, and shows how like clay in the hands of the potter, was the alliance in the hands of a keen-witted speculator.

GRAIN STORAGE RATES IN ILLINOIS.

A bill has been introduced in the Illinois Legislature by the chairman of the House Committee on Warehouses which will effect a reduction in the maximum storage charge on grain, permitted by the laws of the State. The present law provides that: "The maximum charge for storage and hauling of grain, including the cost of receiving and delivering shall be for the first ten days or part thereof one and one-fourth cents per bushel, and for each ten days or part thereof after the first ten days one half of one cent per bushel."

The charge at Chicago is only three-fourths of one cent per bushel for the first ten days, and one-third of one cent for each succeeding ten days or part thereof. On damp grain or that liable to early damage, they charge the maximum amount allowed by the law, two cents per bushel for the first ten days, and one-half of one cent per bushel for each additional five days or part thereof.

The proposed law reduces the first storage period six days, and the charge to one-half cent, but makes no provision for succeeding storage periods. The reduction of the first storage period will undoubtedly prove profitable to the elevator men, in that it will give them more business. It will be of advantage to rail carriers in that their cars will not be delayed so often or so long. Shippers and consignees will have less demerage to pay. Taken all in all we see no objection to a shorter first storage period at a lower rate. The rate on damp grain or that liable to early damage is reduced one half by the bill.

MISSOURI STATE INSPECTION.

The Supreme Court of Missouri has come to the relief of the Kansas City grain men by putting a rational interpretation upon the hopeless muddle of the State inspection law. In a decision yesterday (February 14) in the case of the *State vs. Smith et al*, the court held that the law enacted in 1889 does not apply to private warehouses nor does it prohibit the mixing of grain in the bins when done with the consent or at the request of the owner. A year ago the grain men of Kansas City rebelled against the careless inspection of the state officials and established a private inspection department, with excellent results to the trade. The state board of course objected to this abrogation of their authority and brought the suit which has just terminated in behalf of the grain men.

Nevertheless the grain men are disposed to use their victory temperately. They are quite willing to turn over the inspection to the state if the state will allow the exchange to name the chief inspector, and permit the issuing of warehouse receipts. It is quite likely that this will be done. This decision by the court probably settles the "Baskett Bill," which was the amendment to the grain inspection law proposed by the railroad commissioners. This infamous measure proposes to compel every owner of an elevator of 50,000 bushels capacity and over, to open his elevator for the public storage of grain under the regulations of the state and cease to use the same as a

private warehouse in which to clean, mix or transfer grain for his own private profit. In other words, wherever state inspection should be established, private elevators of the capacity above named, should be confiscated. A delegation of Kansas City grain men had already secured favorable attention for a substitute for this infamous measure, which certainly ought not to pass, and which the supreme court would certainly hold to be unconstitutional.

AN EFFECTIVE BLOW AT IRREGULAR BUYERS.

Some months ago we pointed out how irregular buyers could be kept out of a market by requiring them to pay a heavy license fee just as other irregular merchants or traveling peddlers are kept out, and now comes the cheering news that the hay and grain dealers of Pasadena, Cal., have petitioned the city council to "levy a license of \$12 per month upon any person who shall come upon our streets for the purpose of selling or to engage in the business of coal, wood, hay and grain dealers."

Such taxation is just, is in the interest of the town and of the town's regular dealers, who bear their share of taxes together with other citizens, and are rightly entitled to this slight protection from those who pay no local taxes. It is just, because all who share in the advantages of a town or a trade center should be called upon to bear part of the expenses of maintaining and regulating such center. It is in the interest of the town whether the receipts from such taxation are large or small, because it encourages men to enter the grain business in that town, not for a day, but as permanent merchants, and they will maintain homes and elevators and help to bear the expenses of local government. It insures them against the necessity of competing with tricksters who follow the business only during the busy period, when the farmer markets the bulk of his grain.

These sharpers travel from station to station, seldom remaining long at one point. They have no elevator to maintain the year around for the accommodation of the farmers and the benefit of the town. They are at slight expense, their office generally being in their hat. Sometimes they overbid the regular local buyers; it is easy to understand how they can afford to do so. However, they often, by sharp practice, beat the farmer out of much more than the premium they pay for the grain over the price offered by the regular buyers. Their trickery brings the town's grain market into disrepute among the grain growers, and the town as well as the regular buyers suffer accordingly. The town, the grain growers and the regular buyers will suffer from the toleration of irregular buyers, and everything should be done to encourage buyers to become regular and to protect those who are now permanently located.

THE WASHBURN-HATCH BILL.

The Washburn-Hatch bill is still drawing its weary feet through the legislative halls. After passing the Senate by a vote of 40 to 29, it is now in the hands of the House Committee on Agriculture and may be called up any day. Mr. Hatch is biding his time and will probably attempt to call up the bill and dispose of it summarily while its opponents are napping. The enemies of the bill have announced their intention to filibuster and prevent action, a procedure which would be very effective in the closing days of the Congress, when each individual member is striving to get some pet measure through. If it came to a question of sacrificing the anti-option bill or blocking legislation altogether, most of the members would kill the bill without hesitation.

It is stated on what is believed to be good authority that President Harrison will veto the bill if passed, on constitutional grounds, believing that Congress has exceeded its powers in attempting to suppress certain forms of contracts between citizens.

EDITORIAL MENTION

SEND us the news of your district of interest to elevator men and grain dealers.

DIVERSIFIED farming is hereby recommended to the grain-grower as a remedy for the present era of low wheat prices. Legislation will not do it.

THE third annual report of the Commissioners of Railroads of North Dakota is a very comprehensive volume covering their work for the past year.

DO NOT be backward in sending your opinions regarding any subject of interest to our readers for publication in the AMERICAN ELEVATOR AND GRAIN TRADE.

A NEBRASKA grain dealer signing himself "Subscriber" has a communication in this issue, page 263, which we trust every reader will peruse and heed, especially the last paragraph. Read it.

EVERY grain shipper should tack on the side doors of each car he loads with grain a card on which is marked the kind of grain and the exact weight. It will assist receivers, and will often prove of advantage to shippers.

SOME farmers in the Northwest, who know much about shipping grain, ignored the advice of the local dealer and shipped several carloads of stuff to a distant market. The railroad company will probably sue them for the balance due on freight.

STATE inspection at country points is handled without gloves by "A Minnesota Buyer." The establishment of such a department would only suffice to levy another tax upon the grain producer without return and only for the benefit of a gang of political sinecurists.

THE Omaha Board of Trade is fostering the bucket shop business in that city by renting quarters for bucket shop purposes. If the Board is hereafter charged with running a bucket shop much to the disparagement of its members it will have no one to blame but its board of directors.

A FIRST-CLASS man, who is up in mechanical drafting, mill and elevator construction and drawing, quick at taking out bills of material from plans, and well versed in pulley and shafting calculations, can be put in correspondence with a well-known firm needing such a man by applying at this office.

TOM WATSON of Georgia has introduced a bill into Congress to create the office of national inspector of food and grain who will try to judge by samples sent him from all parts of the country of the quality of grain. As small samples taken from bulk soon part with their moisture such inspection may not prove very reliable.

WE have recently received calendars from the following firms prominently connected with the grain and elevator business: Joseph Good, Cincinnati, O.; Huntley, Cranson & Hammond, Silver Creek, N. Y.; Courtright, Kistler & Co., Columbus, O.; Crown Roller Mills Co., Morganfield, Ky.; Merchant & Co., Philadelphia, Pa.

KENTUCKY will soon have a law governing the storage and inspection of grain. One of the unique features of the bill which has been passed by the lower house is that it provides that inspectors of grain shall not be selected by the Board of Trade of the city but by the county court. The state annually produces about 85,000,000 bushels of

corn, 12,000,000 of corn and 10,000,000 bushels of oats. Little home grown grain is shipped out of the state but considerable is shipped in.

GRAIN men discussed the anti-option bill at North Topeka, Kan., February 1. Their unanimous opinion was that as far as the sellers of grain were concerned it is an unwise measure, that legitimate grain buyers will not be affected, but will buy on larger margin to make good losses on a restricted market. They will be compelled to do so.

AMONG the Commission Cards in the AMERICAN ELEVATOR AND GRAIN TRADE, Western shippers will notice that of Shanks, Phillips & Co., of Memphis, Tenn., who for nearly twenty years have been handling flour and grain in that market for Western millers and shippers. They will be pleased to receive correspondence and consignments.

IF CARRIERS would issue clean bills of lading for all grain received from elevators equipped with reliable hopper scales of sufficient capacity, they would discourage track shipments and turn much business to elevator men. It is in their power and in their interests to do so, and they might be induced to give it if elevator men would petition for it.

THE election of Railroad and Warehouse Commissioners by a direct vote of the people is being championed in the Illinois State Legislature. Whether election would give us an abler personnel for the commission than appointment, is a mooted point. Which is most likely to mean good men, the governor or the nominating conventions of political parties?

IF ANYTHING out of the ordinary occurs in your business let us have an account of it. If you have anything to suggest for the advancement of the common good of the grain trade say so. We will gladly publish opinions, facts or fancies on any subject of interest to those connected with the grain trade. Whenever you wish put your thoughts on paper and send them in.

GRAIN buyers of Madison, Macoupin and Jersey counties, Illinois, met at Alton not long ago and as they admitted no newspaper reporters, these reliable public informers announced through the columns of their various sheets that a Grain Dealers' Association had been organized to settle the price of wheat. What an easy matter it seems to the average newspaper reporter for dealers to fix prices.

A GRAIN buyer at Dodge Center, Minn., recently received a letter in which the writer confessed that he had many years ago raised a wheat ticket from eight to eighty bushels and pocketed the proceeds. For the guilty to be moved by conscience to confess their misdeeds is an unusual occurrence. How many sharp farmers are there who have not confessed and do not intend to confess? A great number we dare say will not.

THE Farmers' Institute of Brandon, Man., has declared against any system of grading grain. They want buyers to pay the same price for all grain regardless of dirt, quality and condition. It is evident that the farmers who champion such impracticable ideas do not produce the best grain. If the poor stuff was not discriminated against, the careless, shiftless farmer would have no impetus to improve his grain or market it in salable condition.

INSURANCE on grain cargoes at Chicago has been cheaper this winter than formerly. The sweeping reduction of 25 per cent. in rates is due to the Chicago Insurance Company which was organized last fall. The effect on the grain carrying trade is not confined to Chicago alone but a corresponding reduction has been made at other

lake ports, for the Chicago tariff is the basis. The cheapening of the insurance does not profit the individual shipper. The profit is to the producer on one hand and the consumer on the other. At the same time the position of lake carriers as competitors of the railroads is to a slight extent strengthened.

AN inspired idiot introduced a bill in the Missouri state legislature which provides that each elevator must have its own track scales under the supervision of the state grain inspector. As though an elevator man did not have the right to weigh his own grain in the manner he desires. He does not ship grain for other people and if he did any one having knowledge of the unreliability of track scales would oppose their use.

WE learn that the old and well-known firm of James Rees & Sons of Pittsburg, Pa., have perfected their arrangements for supplying the public with the Smith air-tight, fire-proof steel storage and pneumatic transfer machinery. This system has been described in these columns before and excited much interest and no little comment. Interested parties will be pleased to learn that this plan of storage is now on the market. Correspondence may be directed to Messrs. Rees & Sons as above.

IT was the consensus of opinion of those in attendance at the meeting of grain shippers at Salina, Kan., last month that the shortages in grain shipments amounts to fully two per cent or twelve bushels on a car load of 600 bushels. On last year's crop of wheat this would mean a loss of 1,500,000 bushels. Kansas grain dealers who enjoy having their shipments docked for shrinkage for several centuries hence had better go to Topeka and make known their objections to the bill pending or this practice will be stopped. Those of opposite opinions should do the contrary.

THE bill published in this issue which is being championed by the Kansas Grain Dealers' Association we are assured will be passed by the state legislature. Still this is no reason why dealers should rest on their oars and wait until carriers have dealt it a death blow before going to work. The bill if passed and enforced will assure one thing very much desired by grain shippers in all parts of the country and that is a clean bill of lading. Justice demands it, but it will never be granted until the grain shippers of the country combine and persistently emphasize the demand.

IN the interest of the owners of the steamer J. Emory Owen and consort Nicholson against the elevator men of Buffalo for damages for being delayed during the grain blockade of 1891. Judge Cox of the United States Court recently decided against the owners of the boats, holding that the elevators did not delay the boats any longer than was necessary and that they were not entitled to damages in consequence. The elevator men did not delay the boats any longer than the rail carriers considered it to their interest to have them delayed. When the season of navigation on the Erie Canal is at end rail carriers can gain nothing by farther delay. Any but a near sighted or prejudiced court would have seen that the delay was intentional.

THE Charter Gas Engine Company of Sterling, Ill., has issued a third edition of "Late Letters," from users of the Charter Gas Engine. The letters cover twenty-one states, and the Charter is applied to no less than sixty-four distinct functions, as shown in the letters, which by the way, are solely from users of gasoline "Charters," the engines using manufactured and natural gas representing dozens of additional uses to which the Charter is applied. Among the functions noted above, we observed grain elevators, flour mills, automatic shovels, corn shellers, corn cleaners, corn mills, corn and cob grinders, oat clippers, feed mills, separators, etc., etc. The Charter has made a name for itself. Those who wish to see the array of uses to which gasoline engines are

applied in general, and what users think of the Charter in particular, should send for this little book, which will be mailed free to applicants.

OUR readers may not believe it, but we have it from reliable authority that the farmers of Huron township, Bruce county, Ontario, have presented R. T. Walker, who has been buying grain in that country for 30 years with a valuable gold watch and his wife with a gold brooch. The farmers of that district seem to be able to distinguish between a benefactor and an enemy. What an unprofitable field that would be for farmer agitators to work in.

A BILL has been introduced in the Illinois State Legislature to prevent or punish all selling for future delivery unless the property so sold be described as to location and be at the time of sale actually owned by the seller. The penalties are not to be applied to farmers who sell produce for future delivery; that is, all dealers in grain shall be punished for speculating while the farmers may gamble unmolested. An unconstitutional discrimination.

THE Minnesota legislature is evidently in the hands of the farmer working demagogues, and each one has a different scheme for advancing the interests of the farmers. Donnelly wants each county compelled to build an elevator for the use of all farmers, another crank wants the state to erect a 20,000,000-bushel elevator at Duluth, others, smaller ones, and among other things they are trying to legislate into existence, is a permanent cereal exhibition, confiscation of elevator sites on railway right of way providing they are operated as public houses and many other wild-eyed schemes, ridiculous and impracticable, all of them.

AN extra of the *Canada Gazette* of February 14, conveys the information that for the season of 1893 the canal tolls for the passage eastward of wheat, corn, oats, rye, flaxseed, buckwheat, barley, etc., through the Welland Canal will be 10 cents per ton, and the same for passage through the St. Lawrence Canal, although the payment of the toll through the Welland will entitle products to free passage through the St. Lawrence Canal. Last year the toll was 20 cents with a rebate of 18 cents to grain going through to Montreal, which was a direct discrimination against Ogdensburg. This new order will therefore remove the discrimination.

ATTENTION is directed to the card of P. B. & C. C. Miles, on another page. This firm has been in business in Peoria more than twenty years, and with ample capital and hard work have built up an excellent business, one of the secrets of their success being that they have attended personally to all business. Peoria, the average Western reader need not be informed, is one of the best markets in the country. The local consumptive demand for corn is 50,000 bushels daily. The demand is good for wheat, corn and oats for shipment. Peoria has excellent railway and elevator facilities, and delays in transferring are rare. Messrs. P. B. & C. C. Miles will be pleased to secure old and new customers, guaranteeing businesslike and honorable treatment.

A NORTH DAKOTA farmer says: "The dockage business is all wrong. It seems to me that there should be some rule whereby every shipper can tell what his grain will be docked before he starts a car. One thing more, cars of wheat are docked from 5 to 40 bushels; who owns these bushels? Are they not screenings? And the elevator sells them at \$10 to \$15 per ton; the farmer pays the freight. Is he not entitled to them and should he not have them sold and credited to his account as much so as the wheat?" The farmer is entitled to his dirt and screenings; by all means let him have the trash. Clean the wheat when delivered and hand him back his screenings. The elevator man is a dealer in grain and not a dealer in dirt. If farmers will insist on shipping their own grain, they can avoid paying freight on dirt by paying the country elevator man two cents a bushel to

clean and load their grain. The grain in some markets would then be graded higher.

NORTH DAKOTA does not propose to be left in the rear in the march of socialistic ideas. A bill has been introduced in the Senate of that state to appropriate \$100,000 for the purchase of a site and the erection of an elevator at Duluth or West Superior. The bill provides for a board of railroad and warehouse commissioners. The attorney-general of the state has already taken action, it seems, although the bill is not yet a law. He has written a letter to Superior people, stating that North Dakota wants a site and bonus, and would like the state of Wisconsin to pass a law ceding to North Dakota sole and exclusive control over the lands that should be donated. The proposition is certainly as cool as one of the cold waves that come from the North State.

GILL & FISHER of Baltimore have made a deal with the Baltimore & Ohio, Ohio & Mississippi and Chicago, Burlington & Quincy railroads whereby they are enabled to overbid other Eastern receivers four cents per hundred pounds on Nebraska corn. This peculiar state of affairs was exposed by Hancock & Co., of Philadelphia, who were buying in Nebraska. When the Baltimore firm at every point in Nebraska offered two cents a bushel over their best possible figures Hancock & Co. suspected that there was a screw loose somewhere. Accordingly they traced the first 500 cars of Gill & Fisher's shipments, procured affidavits of the cost price in Nebraska and the selling price in Baltimore and placed these facts before the Pennsylvania and Reading railroads with a request to investigate. The cut could not be located. The information was then turned over to Chairman Walker of the joint committee and Chairman Midgley of the Western Freight Association. The discovery was finally made that the Burlington had the option of applying Mississippi River rates to Beardstown, Ill., or of adding to its Mississippi rate 17 per cent. of the rate from the Mississippi to Baltimore. The difference is four and one-quarter cents per hundred.

STATE ASSISTANCE FOR THE ERIE CANAL.

The prospects for securing any funds from the New York State Legislature for the improvement of the Erie Canal seem dubious. The two-faced governor who last year recommended that money be appropriated for the improvement of the canal, and then vetoed the bill, is again trying to play the same game by diverting the attention of the legislators from the real needs of the canal to a wild eyed scheme for propelling the boats by electricity. He has not a patent on a machine for doing this work but he owns railroad stock. Electricity will not propel canal boats through mud any faster or cheaper than steam or mule power.

Any scheme to advance the interests of the Erie Canal and to assist New York City in maintaining her supremacy as an export grain port, will prove futile unless it provides that first of all the canal channel shall be deepened and the locks lengthened. Any plan which makes any other provision is a mere ruse to detract attention from what is needed.

The bill recently introduced in the state legislature which provides for an appropriation of \$60,000 for the erection of two floating elevators at Buffalo to transfer grain at $\frac{1}{4}$ cent per bushel belongs in this category. If built, they would be run by politicians and in the interest of the politicians, not the grain shippers. If canal boatmen feel the need of floating elevators at that port let them combine and erect them, bear equally the expense of operating them and absorb the charge for transferring grain in the rate to New York as the rail carriers do. The grain shippers of the West will always use the cheapest route for export grain, severe competition with other grain exporting countries compels them to do so. With the Erie closed to navigation or as useless as at present and the improvements of the St. Lawrence River Canals completed, the bulk of the

grain exported from the Northwest will be sent via Quebec. When this condition of affairs has arrived New York City merchants may try and do something, but it will be too late.

AN EXCHANGE ASSISTS A BUCKET SHOP.

Commercial exchanges have ever been opposed to bucket shops and the Chicago Board of Trade persistently fought them for years at an expense of thousands of dollars, so readers will be surprised to learn that an exchange which is striving to attract business to its halls has rented quarters for an institution that has brought so much opposition upon the business of the legitimate grain speculator as the bucket shop.

The Omaha *World-Herald* says: The property committee of the board has rented the large assembly room to a man named Dean for bucket shop purposes, and the majority of the grain men who are occupying quarters in the building are angry about it.

They say that a faro bank would be just as good and would attract a better class of people. Nearly every grain man in the country is down on the bucket shop, and every Board of Trade declares for its suppression in its rules and regulations. It has been some time since there has been a bucket shop in this city. When Colonel Floyd went out of business the grain men said they were glad of it and said that they would do everything in their power to keep any more from being started. Several times parties have been on the point of opening, but have been argued out of it. Now to have the Board of Trade encourage the starting of a shop to such an extent as to rent quarters to it, they declare to be a mighty mean game.

Every commission man on the floor is red hot over the matter and denounces the proceedings in strong language. So do the great majority of the dealers. They think that it casts a stigma on the building. Not only have the local men objected, but outside dealers have sent in protests. A large dealer in Lincoln telegraphed up the following to Secretary Nason:

It is with great surprise that I learn the Board of Trade has granted the privilege to a bucket shop to open in its hall. You are well aware that these sharps have done much to degrade legitimate trades, and have been fought by all Boards of Trade. Besides, the grain men have settled in your building in order to help advance the legitimate trade there at extra expense. The existence of the Hatch bill to-day is partially caused by such action. Omaha has had a sample of the snide option business done there up to within the last year and a half, and it seems to me a disgrace for the Omaha Board of Trade to have it said, "They have rented a portion of their hall to a bucket shop."

EXPORTS OF BREADSTUFFS.

Breadstuffs, valued at \$13,567,068, were exported in January, against \$30,247,281 in the preceding January, and the exports for the seven months ending with January were valued at \$118,192,646, against \$186,236,474 for the corresponding period of 1891-92.

The exports in January included 8,638,718 bushels of wheat valued at \$6,814,303; 2,692,036 bushels of corn, valued at \$1,425,938; 33,217 bushels of oats, valued at \$14,707; 61,332 bushels of rye, valued at \$38,607; 95,768 bushels of barley, valued at \$42,476, and 1,134,417 barrels of wheat flour, valued at \$5,174,084, against 12,571,224 bushels of wheat, valued at \$13,027,807; 14,133,019 bushels of corn valued at \$7,590,967; 1,909,988 bushels of oats, valued at \$737,426; 825,190 bushels of rye, valued at \$856,833; 117,111 bushels of barley, valued at \$77,384, and 1,544 barrels of wheat flour, valued at \$7,716,532, in January, 1892.

For the seven months ending with January we exported 74,264,927 bushels of wheat, valued at \$60,264,326; 18,870,726 bushels of corn, valued at \$10,135,595; 702,540 bushels of oats, valued at \$283,414; 1,005,170 bushels of rye, valued at \$699,009; 1,341,463 bushels of barley, valued at \$662,187, and 9,939,234 barrels of wheat flour, valued at \$45,555,846, in comparison with 107,693,187 bushels of wheat, valued at \$112,718,810; 32,347,848 bushels of corn, valued at \$19,156,097; 6,489,949 bushels of oats, valued at \$2,687,747; 8,707,892 bushels of rye, valued at \$8,321,410; 2,012,053 bushels of barley, valued at \$1,308,837, and 8,159,431 barrels of wheat flour, valued at \$41,106,971, for the corresponding period of 1891-92, as reported by S. G. Brock, chief of the bureau of statistics.

ELEVATOR

GRAIN NEWS

Arion, Ia., wants an elevator.

Newlin, Tex., wants a grain elevator.

A distillery is to be built at Racine, Wis.

An elevator is being built at Brocton, Ill.

An elevator is to be built at Blissfield, Mich.

An elevator is to be built at Bishop Hill, Ill.

A second elevator is to be built at Winona, Colo.

The elevators at Elgin, Minn., are full of barley.

An alliance elevator is to be built at Ansley, Neb.

Oxford, Ind., is to have a farmers' grain elevator.

A corn cob pipe factory is talked of at Kearney, Neb.

Byrnes & Lewis will build an elevator at Lexington, Ky.

Latab, Wash., shipped 200,000 bushels of wheat last year.

P. S. Houghton is building an elevator at Galesburg, N. D.

The farmers near Lewis'v, Minn., will build an elevator.

George Forscher is building a brewery at Waterville, Wash.

Walter Burleigh, grain dealer at Franklin, N. H., has sold out.

Taylor Bros. of Quincy, Ill., contemplate building an elevator.

Kendall & Smith are building an elevator at Bloomfield, Neb.

Warner & Olds of Lake Crystal, Minn., are very busy shelling corn.

The new elevator at Zumbro Falls, Minn., has nearly been completed.

The Dubuque Malting Company of Dubuque, Ia., will build a brewery.

The new elevator at Conway Springs, Kan., has nearly been completed.

Reuben and George Coon will build an elevator at Mason City, Ill.

A farmers' committee is trying to buy an elevator at Lewiston, Minn.

Snyder & Son of Forrest, Ill., have placed an oil engine in their elevator.

A distillery is to be built at Spokane, Wash., to use wheat and barley.

A farmers' grain and milling company has been organized at Oberlin, Kan.

N. G. Oglesby & Son, scalpers on the Chicago Board of Trade, have failed.

A wholesale grain and feed house is to be started at West Bay City, Mich.

Steward & Stokes of Brownsdale, Minn., will, it is said, build a grain warehouse.

The elevator for the "Minkota Mills" at West Superior, Wis., is nearly finished.

A grain elevator will be built at St. Charles, Minn., by the farmers in the vicinity.

Davis & Grove, who deal in grain and stock at Bentley, Ill., have a fine elevator.

The Florence Cotton Oil Mill Company has been incorporated at Florence, S. C.

The farmers near Harmony, Minn., are organizing a company to build an elevator.

The Atlantic Elevator Company has begun work on a new elevator at Kensal, N. D.

The Manhattan Brewing Company of Chicago is building a brewery to cost \$175,000.

W. E. Hull has nearly completed his new wheat elevator west of Prior Lake, Minn.

A 200,000 bushel annex is being built to the "Midway Elevator" at Minneapolis, Minn.

The elevators at Bathgate, N. D., have this season received 400,000 bushels of wheat.

S. D. McMillan will build his elevator at West Salem, Wis., which was recently burned.

The Easton Wharf & Warehouse Company will build wharves and storehouses at Easton, Md., and enter the grain and produce trade in the spring. A capital of

\$100,000 has been subscribed and articles of incorporation are being prepared.

Charles Mock has bought an elevator at Winchester, Ind. Dick McMullen is in charge.

The Goodwine Grain Company of Goodwine, Ill., has increased its capital stock by \$5,000.

Wendell & Crawford, grain dealers at Hartsburg, Ill., have been succeeded by J. E. Miller.

The dealers at Arcola, Ill., during 1892, paid out over \$1,000,000 for grain and broom corn.

Howard & Co. of Webster City, Ia., will build a 20,000-bushel elevator at Rushville, Neb.

The grain and broom corn buyers of Mattoon, Ill., paid out about \$1,850,000 during 1892.

Friend, Degginger & Co. of Seattle, Wash., will enlarge the brewery they recently bought.

The rice mill which is being built at Lake Charles, La. will have cost \$100,000 when completed.

Coryell & Dean of Prattsburg, N. Y., have completed their new grain elevator and storehouse.

W. & E. Thomas, dealers in grain and flour at Milford, N. Y., have dissolved partnership.

Hubbard Bros., grain dealers at Lincoln, Neb., have admitted Thomas Mowen into partnership.

The Farmers' Elevator Company of Windom, Minn., recently declared a dividend of 60 per cent.

The new elevator at Galveston, Tex., is loading wheat into ships for export to Rotterdam, Holland.

Brown & Hatch, who have a flax mill at Egan, S. D., contemplate building one at Pipestone, Minn.

Farmers in Lehigh Co., Pa., will abandon wheat to raise flax fiber for a thread mill at Allentown.

N. D. Packard & Son of Sherburne, Minn., will substitute steam for horse power in their elevator.

A company is being organized at New Orleans, La. to manufacture a textile fiber of cotton seed hulls.

The acreage devoted to wheat in Archer county, Tex., has been doubled, and a large crop is promised.

Charles Risser has bought the interest of W. E. Rich in the Hartley Grain Company of Kankakee, Ill.

C. A. Howard & Co., dealers in grain and hay at Boston, Mass., have been succeeded by F. H. Bearse.

The Henry Ziltner Brewing Company has been incorporated at New York, N. Y., with \$300,000 capital.

The Lake of the Woods Milling Company has completed a 30,000-bushel elevator at Indian Head, Assa.

Benjamin Carpenter has taken possession of the grain elevator at Cedar Rapids, Ia., and is making repairs.

C. C. Caywood & Son, hay dealers at Weedsport, N. Y., have been succeeded by Caywood, Stockle & Co.

The McDonald Feed & Fuel Company has been incorporated at St. Joseph, Mo., with \$6,000 capital stock.

The Seattle Brewing & Malting Company has been incorporated at Seattle, Wash., with \$1,000,000 capital.

The Canadian Pacific Railway Company has let the contract for a 250,000-bushel elevator at Montreal, Que.

An elevator of 100,000 bushels' capacity is to be built at Sioux City, Ia., by the Bonus-Milner Milling Company.

A. A. Allen has bought Mrs. Whiting's elevator at Rochester, Minn., and will retain O. G. Clark as manager.

Frank Gaffney, grain dealer at Bellevue, Minn., has been succeeded by C. C. Enestvedt of Kravik & Enestvedt.

Messrs. Rowe & Barton have built an engine room at their elevator in Wilton, Ia., but have not yet placed the engine.

F. C. Robinson of Groton, S. D., took in more wheat during January than he did from January 1 to August 1 in 1892.

H. Reuting, the popular grain dealer of Saronville, Neb., paid out for grain during December the sum of \$14,800.

The Farmers' Elevator Company of Indian Head, Assa., will proceed with the building of the proposed elevator.

For the six months ending with December 4,754,750 bushels of wheat was inspected at Winnipeg and Emerson, Man.

A million bushel elevator will be built at Port Douglass, near Winnipeg, Man., by the Canadian Pacific Railway Company.

Charles Hansgen and C. C. Truesdale have formed a partnership to do a commission grain and flour business at Moline, Ill.

The Bryan Cotton Oil Mill Company has been incorporated at Bryan, Tex., to build a cotton seed oil mill. Capital \$5,000.

The Buffalo Elevator Company has been incorporated at Buffalo, Minn. Capital stock \$20,000; incorporators, Frank McKnight, John C. O'Leary, C. E. Oakley, Erik

Bolstrom, George Covert, J. C. Nugent, August Hofften, L. G. Gilbert. The contract for the new elevator has been let.

Both of the grain houses at Weaver, Minn., are full, owing to the scarcity of cars, and farmers have had to stop deliveries.

Elwell & Co., commission grain dealers at St. Louis, are about to build a grain elevator at Lamotte Place, St. Charles Co., Mo.

Chas. B. Morris & Co. of New York, N. Y., have formed a limited partnership in the grain and hay commission business.

The Huron Manufacturing Company of Huron, S. D., will soon increase the output of its flax mill to one carload of tow per day.

The Northern Pacific Railroad Company is improving its trackage at West Superior, Wis., for the use of the new grain elevators.

An elevator and flour mill will be built at Gallatin, Tenn., by the Union Roller Mill & Elevator Company, recently incorporated.

An elevator is to be built at Lapeer, Mich., to separate, grade, store and ship beans, which are becoming a large crop in Lapeer county.

The Columbia Heights Independent Brewing Company has been incorporated at Chicago to build a brewery. Capital stock \$200,000.

The Peavey Elevator Company of Minneapolis, Minn., has filed articles of incorporation with the secretary of state at Des Moines, Ia.

The Central Elevator Company of Minneapolis, Minn., has filed articles of incorporation with the secretary of state at Des Moines, Ia.

The R. E. Jones Company, dealing in grain and produce at Wabasha, Minn., has increased its capital stock from \$10,000 to \$25,000.

Five million bushels of grain are said to be stored in the elevators of the Northern Pacific Elevator Company in Oregon and Washington.

More corn is being cribbed in the country west of Topeka, Kan., than ever before. The farmers will not sell, nor borrow money on their corn.

An immense quantity of grain has been loaded into vessels at Chicago for shipment in the spring, one-half of the tonnage having been engaged.

"Pfeffer's Elevator" at Blue Earth City, Minn., recently took in the largest load of grain ever hauled into town. The load amounted to just 100 bushels.

Quebec, Canada, is still shipping large quantities of hay to Great Britain. Hundreds of carloads go forward every week via Boston and New York.

The Northwestern Elevator Company at Maynard, Minn., received during the year 1892 about 60,000 bushels of wheat and 12,000 bushels of flax.

Herbert Beck has been admitted to a partnership in the Petersburg Wholesale Supply Company, dealing in grain, hay and groceries at St. Petersburg, Fla.

Johnstone & Speer, dealers in grain and flour at Seattle, Wash., have formed an incorporated company to continue business under their old firm name.

The hay dealers of Sioux Falls, S. D., have been successful in maintaining prices. They always stick to the price fixed at the opening of the market.

The Tow Manufacturing Company of Huron, S. D., has found the capacity of its tow factory insufficient to meet the demand and will enlarge the plant.

Mr. Woods of Montpelier, O., has selected a site at Hawpatch, La Grange Co., Ind., on which to build a grain elevator as soon as the weather permits.

Gilbert & Pennewell, grain dealers at Danforth, Ill., have dissolved partnership, the senior member of the firm, W. W. Gilbert, continuing the business.

The suit of Thomas J. Thompson against the Star Elevator Company at Minneapolis, Minn., about which a jury some time ago disagreed, is again in court.

McManus, Farley & Co., grain dealers and elevator men of Crookston, Minn., are financially embarrassed. Their assets are \$41,000, and the liabilities \$31,000.

Baltimore exported 59,946 bushels of clover seed during the period from September 1 to February 1, against 107,368 bushels for the corresponding period of 1891-92.

The Minnesota Corn Company has been incorporated at Chicago. Capital stock \$250,000; incorporators, Adam Schultze, Herman Schneider and Wilbur F. Smith.

The litigation in which the "Union Elevator" at Council Bluffs, Ia., has been involved was recently compromised, and the house will be opened for business.

P. C. Kamm & Co., grain dealers, and the Wisconsin Grain Company of Milwaukee, have formed a new firm to do business under the name of Hottelet & Kamm.

New York exported 21,017 bags of clover seed during the period from September 1 to January 28, against 58,075 bags during the corresponding period of 1891-92.

W. A. Marshall, agent for the North Dakota Elevator Company at Grand Forks, has had a farmer named Frederick Dangerfield arrested on the charge of cashing a

duplicate of a wheat ticket, thus beating him out of \$66.92. Defendant was bound over to the grand jury in the sum of \$300.

Peter Voorhees has had Samuel Hill appointed receiver of the "City Elevator & Feed Mills" at Tacoma, Wash., to settle affairs between himself and his partner, B. R. Drake.

The Bibb Broom Corn Company has been incorporated at Minneapolis, Minn., to make and sell brooms. Capital \$15,000; incorporators, C. W. Bibb, C. Emerson and H. Neiler.

The Belt Line Elevator Company has been incorporated at Superior, Wis. Capital stock, \$600,000; incorporators, Ralph C. Pope, Ghent P. Smith and William B. Perry.

Alexander Baillie, manager for Balfour, Guthrie & Co. of Tacoma, says his firm will use the elevator at Seattle, Wash., to ship grain received over the Great Northern Railroad.

Savage & Cahill of Chelsea, Mass., distribute more grain and hay than any other firm in town. Last year they received 200 carloads of grain, hay, flour, etc., from the West.

The Independent Linseed Oil Company has been incorporated at Chicago. Capital stock \$10,000; incorporators, Charles R. Webster, Robert L. Tatham and Timothy F. Mullen.

W. H. Suffern, grain dealer of Decatur, Ill., has been succeeded by Suffern, Hunt & Co. The new firm will broaden the field of its operations by taking in several small new stations.

Sleuman Bros. of Trumbull, Neb., have been succeeded by the Sleuman Mercantile & Grain Company. Joseph Sleuman, son of the senior member of the old firm, has been taken into partnership.

Farmers have been hauling their ear corn to market at Bloomington, Ill., over the good roads during the cold weather of January. One elevator took in the corn at the rate of 2,500 bushels a day.

The wet wheat spoiled in the "Missouri Pacific Elevator" fire at St. Louis, Mo., was sold by auction January 25 to farmers, merchants and whisky men. Hundreds of buyers made the bidding lively.

The Western Grain Company has been incorporated at Clifton, Washington Co., Kan. Capital stock \$13,000; directors, Rufus Berry, Rufus Berry, Jr., L. Miller, G. T. B. Aman and J. A. Millard.

Toledo received 56,952 bags and shipped 40,244 bags of clover seed from September 1 to February 4, against receipts of 58,549 and shipments of 44,304 bags in the corresponding period of 1891-92.

Farmers' deliveries at the twenty-six elevators of one line in South Dakota on one cold day recently aggregated only 260 bushels, which shows that the severe weather has retarded the movement of the crop.

The elevator at Winona, Colo., has a capacity of 9,000 bushels, and cost \$6,000 to build. An 8-horse power gasoline engine drives the machinery. The elevator is one of the best houses in that state and does a good business.

The Northwest Farmers' Association, with headquarters at Grand Fork, N. D., numbers over 2,000 members. Their general agency at Duluth receives the grain for storage and sale, charging a commission of one cent a bushel.

Hubbard & Palmer of Crystal, Minn., have placed in their elevator a scouring machine which is said to improve the appearance of wheat two grades. Certain other equipments of great value have been put in, including a steam heater.

The Exchange Elevator Company of Buffalo, N. Y., recently elected the following directors: C. A. Bloomer, H. L. Schaefer, Charles J. North, George Sandrock, Otto Milow, E. J. Hingston, John B. Greene, Joseph Kam and P. G. Cook, Jr.

Jameson & Sheets of Aurora, Ill., have imported from Germany an automatic grain weigher for their elevator. The machine is the kind accepted by the German government as the official weighing scales. An import duty of over \$50 was imposed.

Macklem & Slater are about to rebuild their malt house at Buffalo, N. Y., which was recently burned, and have organized the Niagara Whirlpool Brewing Company of Niagara Falls, N. Y. The capacity of the malt house will be 125,000 bushels.

Fred P. Rush & Co. of Indianapolis, Ind., will rebuild their "Elevator B" which was recently burned. The damaged grain was eagerly bought up. Every day from early morning till late at evening hundreds of buyers stood in line waiting their turn.

The facts that the Farmers' Grain Elevator & Stock Company of Culbertson, Neb., has a mechanics' lien of \$517 on its building and has lately given a chattel mortgage for \$1,000, point a moral for farmers who contemplate going into the grain trade.

The Amboy Elevator Company has been incorporated at Amboy, Minn. As soon as the weather permits work on the new elevator will begin. The capital stock is \$10,000. The incorporators are Thomas Randall, president; A. C. Baker, vice-president; N. E. Fuller, treasurer; George R. Wilder, secretary; F. W. White, W. F.

Ludtke and A. F. Froebel, directors; and D. S. Mallory, Edward Schwartz, J. F. Klatt, J. H. Dredge, F. N. Ware and others.

Bell, Howard & Jepson of Faribault, Minn., have built a "Farmers' Elevator" and feed mill. The storage capacity is 15,000 bushels and the grinding room 14x32 feet.

J. E. Soper and others have brought suit in the United States Circuit Court at Boston, Mass., against the Central Vermont Railroad Company, claiming that the railroad is responsible for the loss of their grain by the burning of the elevators at Ogdensburg, N. Y.

F. H. Peavey of Minneapolis, Minn., has bought a site at East St. Louis, Ill., for two elevators, one a storage house of 2,000,000 bushels' capacity and the other a cleaning, drying and mixing house of 25,000 bushels' capacity. Plans and specifications are in preparation.

George Terrio, a young man discharged by J. H. Gregg, grain dealer of St. Joseph, Mo., for robbing the safe, forged a note for \$1,000 on his former employer, presented it to the Schuster-Hax National Bank at St. Joseph, February 7, and received the money.

Grain charters at San Francisco are becoming active. Many ship owners are taking wheat on their own account, the rates offered being too low. Another reason for the activity in exports is the desire to have the grain out of the way when the tax gatherer levies upon it in March.

Hunt & Booth, grain dealers of San Antonio, Tex., and Kansas City, Mo., have dissolved partnership by mutual consent. Mr. J. L. S. Hunt of the old firm will continue in the grain business having associated with himself Mr. Lucien Gray, formerly of Lewiston, Ill., under the firm name of Hunt & Gray.

Attorney General Standish of North Dakota has prepared a bill to be passed by the Wisconsin Legislature ceding ten acres of land at West Superior to the state of North Dakota, on which to build a grain elevator for the use of citizens of that state, as provided in the bill introduced by Senator Hillier of North Dakota.

The Farmers' Co-operative Alliance of Wellington, Iroquois Co., Ill., has decided to build an elevator instead of buying one of those now in operation. A building committee, composed of Sam Burnison, Fred Ayres, Will Adsit and Will Hamilton, will inspect various elevators and decide what kind of building to erect.

Mallory, Crawford & Co., proprietors of the "Merchants' Warehouse and Elevator" at Memphis, Tenn., have been succeeded by a stock company recently incorporated as the Merchants' Warehouse & Elevator Company. The incorporators are W. J. Crawford, W. B. Mallory, B. S. Mallory, B. T. Mallory and J. H. Mallory.

A novelty in grain handling will be introduced at the new elevator which the Peavey Elevator Company of Minneapolis, Minn., is about to build at East St. Louis, Ill. The new idea is a belt conveyor to carry the grain one mile from the elevator to boats on the river. Not that belt conveyors are new, but one a mile long is decidedly unusual.

Angus Smith has bought the elevators at Milwaukee, Wis., owned by Angus Smith & Co., for \$500,000. The old firm was composed of Angus Smith and the heirs of Jesse Hoyt, his partner for years. They were S. N. Hoyt, A. M. Hoyt and J. W. Jackson. The property consists of three elevators and an annex having a capacity of 2,150,000 and situated on the Milwaukee River.

William P. Williams, the silent partner in the firm of A. P. Bakeslee & Co. of Chicago, has filed a bill in the Circuit Court to have the affairs of the firm wound up. Williams placed a large sum of money in the business and Bakeslee was to have the management. Instead of doing a legitimate business he speculated with the firm's money, losing thereby \$15,000. Hence the suit.

A boy stealing wheat out of a car standing on the side track of the "Peavey Elevator" at Kansas City, January 23, was discovered by a watchman of the Union Pacific yards. He informed the police and an officer arrested the thief just as he was filling a sack. Similar arrests have frequently been made, but owing to the youth of the offenders they are released with a small fine or mere reprimand.

Knapp & Griswold have leased of Nash, Wright & Co. of Chicago the elevators at Ottawa, South Ottawa, Buffalo Rock, Utica, G and Ridge, Wedron and Serena Ill., which have been operated by Mr. Gilbert. A. Z. Perrin, the former manager, will continue in charge, with headquarters at Ottawa. The new proprietors are old grain dealers, Mr. Knapp being from Minooka and Mr. Griswold from Henry, Ill.

The Frontier Elevator Company of Buffalo, N. Y., recently elected the following directors: John C. Graves, Edward Cook, Gustav Fleischmann, Leonard Dodge, James Davidson, Alfred P. Wright and Joel H. Prescott, Jr., were elected directors for the ensuing term. The number of votes cast for each candidate was 2,664. John G. Cloak, William H. Swegles and Alvan D. Gilbert were elected inspectors of election.

The elevator which Barnett & Record of Minneapolis, Minn., are building for Cargill Bros. at Superior, Wis., will require in its construction the following material, in carloads: Lumber, 650; stone, 300; piling, 200; brick, 60; rails, 13; iron rods and washers, 11; lime and cement, 8; iron tanks, 8; shafting and pulleys, 5; roof gravel, 5; rails for track, 5; material for fire prevention, 6; boiler

and engine, 6; cleaners, 2; elevator cups, 2; scales, 1; wrought iron, 1; iron roofing, 1; pumps, 1; belting, 1; corrugated iron, 8. Total 1,293 cars, or 50 trains of 26 cars each. It is expected that the elevator will be completed by June 1.

Portland, Ore., Tacoma, Seattle and Everett, Wash., have offered the Farmers' Alliance inducements to build the proposed elevator, but no one of these points is equally accessible to all the great railroads, and it may be found necessary to erect more than one elevator. H. F. Hesse of Spokane, chairman of the executive committee of the Farmers' Alliance, and Senator R. C. McCroskey of Garfield have been examining the various sites offered.

A fire started in the new "Westwego Elevator" at New Orleans on January 3 from a hot journal. One of the Grinnell Automatic Sprinklers situated above the blaze was opened by the heat, as were also five others in the vicinity, which prevented the fire from spreading. Repairs were being made to the sprinkler system at the time and the water was shut off, but the engineer, with great presence of mind, started the pumps and forced water through the open heads.

Farmers and citizens of Thief River Falls, Minn., requested the railroad and warehouse commission to investigate the scales used and the grades given by the grain dealers. Contrary to the expectations of those who incited the "investigation" and much to their disappointment, the scales were found correct and the grades up to what the grain deserved. In only one case was any irregularity detected, and the local agent for that company has since been discharged.

Duluth received in January 1-788 857 bushels of wheat, 297,459 bushels of corn, 10,074 bushels of oats, 5,144 bushels of rye, no barley and 10,888 bushels of flaxseed, against 367,851 bushels of wheat, no corn, 785 bushels of oats, no rye, 542 bushels of barley and no flaxseed, in January last year. The receipts early this month, February, have been very light on the account of the severe cold weather. The snow has prevented the switching of any cars into Elevator "B" from the Northern Pacific.

Leopold Bloom was recently threatened with ejection from the premises of the Chicago Board of Trade for the offense of trading in the corridors with members after regular hours. The directors have been trying to stop this irregular business and as an example for the others engaged in it selected Mr. Bloom, he being one of the best known and largest traders, but their action has excited much unfavorable comment. Mr. Bloom was a member of the board for fifteen years, until a year ago when he sold his membership, because offended at the action of the board of directors in the case of Lowitz against Baldwin & Farnum.

The largest shipment of oats ever made from the Swinomish flats was made December 17 from Fidalgo City and Anacortes by the Fidalgo Elevator & Warehouse Company, of which H. C. Colver of Seattle is president and general manager. The steamer Umatilla went to Fidalgo City and loaded 10,000 sacks of oats in four hours. She then went to Anacortes and took on board 3,500 sacks more for the same company. This is the first season in which the crop has been shipped direct from Skagit county to San Francisco, instead of being sent to Seattle or Tacoma for reshipment, thus saving over 200 miles in distance.—Register, Seattle, Wash.

The three elevators at Fort William, Ont., are full of Manitoba wheat. About 6,000,000 bushels are now in store at Fort William, Port Arthur and interior points. A large quantity of wheat is on track, both at Winnipeg and at Fort William, where one of the elevators was for a time disabled by the breaking of machinery, thus causing the loaded cars to accumulate. Some of the country houses have room to spare, but very little if any is available to shippers east. This scarcity of storage is not a great inconvenience at present because the severe weather has almost stopped farmers' deliveries and rail shipments. The movement of wheat is slow and will not become brisk until lake navigation opens.

The manager of Isaac Staples' elevator at Stillwater, Minn., discovered last December that a wheat check had been raised, but he was unable to detect the guilty individual. A vigilant watch was kept up to catch the forger, and their efforts were rewarded recently when A. Sontag, a farmer living on the Wisconsin side of the river, drove up to the elevator, unloaded ten bushels and forty pounds and received his due bill payable at the office. He presented the bill to the cashier for payment, but he, being now on the lookout, noticed that it had been raised from ten to forty bushels and refused to pay. Sontag left. The matter was reported to the police, who placed the too clever penman in the city jail under lock and key with others of his ilk. He will be tried for forgery.

John Walker, George D. Boyden, Joseph G. Snyder, James M. Wanzer, John T. Snyder, John T. Snodgrass, William A. Golder, J. A. Brown, Willis F. Johnson, William M. Gregg, William B. Waters, Nelson B. Record, John C. Howell and J. E. Bryant, all of whom are well known on the Chicago Board of Trade, have filed fourteen damage suits, for \$2,500 each, in the Circuit and Superior Courts, against Hiram S. Utley, John B. Phelps, Frank S. Utly, A. B. Capron, H. C. Norris, W. E. Scholfield, R. B. Hood and B. F. Ray for misrepresentation and breach of contract in connection with a corporation known as the Silichrome Decoration Company in which they were induced to take stock, but which has never done any business except on paper, it is alleged.

INVESTIGATING THE SHIPPING OF GRAIN IN MINNESOTA.

Minnesota has another investigating committee. The objects of the investigation as stated in the resolutions are:

"To inquire into the shipping and handling of grain in this state with the object in view of bringing to the notice of the railroad companies the complaint of shippers of grain, and at the same time give the railroad companies an opportunity to show to the shippers of grain and the people, if they choose to do so, that they are at present doing all that is reasonable to handle expeditiously and with all reasonable care the grain entrusted to them for shipment; and whether their charges are reasonable according to their risk as common carriers, charging as they do on the weight of grain, and not on the value, as they usually do on other kinds of freight, and whether cars are equitably distributed to individual shippers."

Senator Dean suggested that the railroads should be notified and have a representative present when the testimony is taken. This suggestion brought Chairman Severson to his feet with a definite statement of what he proposed to do.

"We propose to show," he said, "that grain is stolen from cars either in transit or in the Minneapolis yards. This we do not believe to be any fault of the state grain commission; they simply weigh what they find in the cars. We think it is the duty of the railroad to protect shippers against such losses and that they should be responsible for losses that do occur. We will prove that the railroads not only do not protect their shippers, but that they do not want to hear of any losses. A certain railroad man told me that if losses while cars are on track in yards were reported the employee so reporting would be 'bounced.' This is because the railroads would be held responsible for such losses."

The first witness was James C. Kane of Minneapolis, one of the deputy state weighmasters. He told the committee the routine of his duties and said he frequently found cars unsealed. One case he cited. It happened three years ago, when depredations were numerous in the Manitoba (now Great Northern) yards. He had been sent there to investigate. He caught a wheat thief and the culprit was sent to the state reform school. He knew that the railroad companies had been notified that what is stolen from cars in the yards. Another source of loss is "leaky" cars. He could not say what proportion of cars weighed were "leaky." Some days there were none, and other days there have been as many as 10 out of 50 inspected. Most of the "leaky" were found in the Milwaukee and Omaha yards. The source of the leak is generally at the gate, but occasionally comes from a hole in the floor. Cars are inspected before being weighed and if there are any losses in the interim the shipper stands them. If the inspection is satisfactory there should be no more than 24 hours between inspection and weighing, but frequently a re-inspection is called for and then the interim may be 48 or 60 hours.

C. M. Reese, state weighmaster at Minneapolis, was placed on the witness stand. He said: "I have charge of the weighing of grain in Minneapolis. We have 52 places at which grain is weighed. At each elevator we have our men. Their duty is to weigh in and weigh out all grain and see that grain goes into the hopper and does not escape. Also to see that things go right generally. In other words, they are there to protect the shippers." In answer to a question Mr. Reese said that when there was an indication of a leakage in a car the weighmasters make notation of the fact in the reports. His books show the number cars received out of condition.

He related a few cases where shortages had been claimed, and an investigation had disclosed no irregularities. Shortages may be caused, he said, by not taking all the grain out of the elevator bin.

Only one company takes any precaution to prevent stealing in the yards. To prevent shortage the present system of car sealing after inspection was inaugurated. The weighing department had done all that could be done to bring the shortage from cars to the attention of the railroad and warehouse companies. Mr. Reese said he had employed two men and two boys to get at the bottom of the sealage and disposal of grain. The boys were instructed to join the gang and tip off the method of procedure, but they soon became bona fide members of the gang. A number of thieves had been brought into court, but the judge suspended sentence on the theory that it was a small matter to steal a bushel or two of grain. Cars, except in a case of rush, were immediately inspected.

Being asked to describe the course of a car from the time it is received until it is disposed of at a general point, Mr. Reese said the car starts at the elevator. It is filled with wheat from the shipping bin. The agent then consigns it to a commission man at a terminal point. At many country elevators they have no shipping scales, and the amount of grain in the car is guessed from the amount in the bin, computed from the number of loads put in. Arriving in Minneapolis, the car is examined as to seal and so forth, then inspected by the inspector, then the buyer samples the grain and it is probably sold and goes to the mills. If sold at exchange at noon to-day it will probably get at its destination to-morrow. The seals are broken at the mills and the contents unloaded into a receiving hopper, sealed and weighed by the state weigher.

L. B. Berry of Minneapolis, a scale expert in the employ of the state weighing department, was called. He said he had been in the business 35 years. His business is the examination of the scales the state uses for the weighing of grain that comes to Minneapolis. He makes

two tests a year usually, and when there is a discrepancy between weights he examines the scales in dispute. He thought there was very little opportunity for the manipulation of scales and that shortages were not due to such a cause. Mr. Berry said he had found but one case of manipulation of scales during his four years service in this state. That was in St. Paul. He said track scales were not reliable in rainy, snowy or thawing weather, unless they are properly put in and housed; he would not want to either buy or sell at track scale weights, taken by train men. As an illustration, he said, in thawing weather water occasionally trickles down a track scale, forming an icicle which touches the beam or lever and throws the scale out of order. He had once traveled 150 miles to knock off such an icicle.

Fires, Casualties, Etc.

Peter Miller's brewery at Clarion, Pa., was recently burned.

J. B. Losly's brewery at West Stockbridge, Mass., was recently burned.

Warren G. Abbott's brewery at Brooklyn, N. Y., was burned January 22. Loss, \$75,000.

An elevator at Penn Yan, N. Y., was burned January 29. Loss \$15,000; insurance \$8,000.

Erbacher Bros' elevator at St. Mary's, Kan., was burned recently. Insurance, \$4,500.

G. A. Lanoux's rice mill at New Orleans, La., was slightly damaged by fire January 18.

Hull & Old, dealers in grain, flour and coal at Caledonia, Ont., recently suffered loss by fire.

The brewery of the Boca Brewing Company at Boca, Cal., was recently burned. Loss, \$85,000.

A. C. Law, grain dealer of Atchison, Kan., shot himself accidentally February 9. He will die.

The Ozaukee County Maltng Company's plant at Port Washington, Wis., was burned January 18.

Freeman, Barber & Hobart, elevator men of Canandaigua, N. Y., suffered loss by fire recently.

Gage's grain elevator at Gagetown, Mich., was burned January 31. Loss \$4,000; insurance \$1,000.

The "Empire Elevator" at Harlem, N. Dak., was burned Feb. 10, with 17,000 bushels of wheat.

Clark & Joubert, grain dealers and grocers at New Orleans, La., suffered \$1,000 loss by fire recently.

J. F. McGregor & Co., grain dealers at Alexandria, Ont., suffered loss by fire recently. Partly insured.

The Peoria Grape Sugar Works at Peoria, Ill., were burned February 6. Loss \$100,000; insurance \$89,000.

Marston & Larson's elevator at Lake Crystal, Minn., was burned on the night of February 4. Loss, \$10,000.

By the burning of Newman & Price's mill at Portland, Mich., February 9, ten thousand bushels of wheat were destroyed.

The farmers' elevator at Ardoch, N. D., was burned January 31, with 22,000 bushels of wheat. The grain was insured.

The Old Colony Distilling Company of New Haven, Conn., recently suffered \$15,000 damages by fire. Insurance, \$10,000.

The warehouse and mill of Schauer & Findeisen at New Franklin, Wis., was recently burned. Loss, \$20,000; small insurance.

The elevator of Womack & Sturgis at Taylor, Tex., was recently burned with 5,000 bushels of corn. Loss, \$3,700; insurance, \$1,500.

The warehouses of Orin Smith and G. O. Haller at Edison, Wash., were recently burned, causing a loss of \$5,000 to Mr. Smith and \$3,000 to Mr. Haller.

Elim Wisart, grain dealer at New Castle, Ind., suffered \$1,000 loss on grain he had stored in Reason Davis' mill, which was burned February 7. Insurance, \$400.

Fire at Norfolk, Va., recently destroyed the business houses of W. M. Cook & Co. and Frank L. Grandy, dealers in grain and hay. Their losses are fully insured.

Edward Annan, Jr., son of Mr. Annan, the well-known elevator man of New York, N. Y., died recently from an overdose of chloroform while undergoing a surgical operation.

Fred P. Rush & Co.'s elevator at Indianapolis, Ind., was destroyed January 23 by a fire that originated in the cupola from a hot journal. The flames were first seen at 10 o'clock p. m., and the fire department was called, but could not do effective work owing to the height of the cupola. The house, known as Elevator "B," had a capacity of 340,000 bushels and contained at the time of the fire 120,000 bushels of wheat and about 50,000 bush-

els of corn and oats, all of which was insured. Insurance on building, \$35,000.

The Lee Broom Works of Davenport, Ia., lost forty carloads of broom corn by the burning of their warehouse February 4. Loss \$15,000; insurance \$7,000.

An elevator at West Salem, Wis., containing 15,000 bushels of wheat and a quantity of corn, was burned January 25, with the adjoining flour mill. S. D. McMillan owned it.

The new elevator, hardly completed, which L. Corey was building in connection with his flour mill at Williamstown, Mich., was destroyed by an incendiary fire at night, January 21.

The elevator and mill at Ponca, Neb., were burned on the morning of February 3 with 20,000 bushels of wheat and fifteen carloads of flour. The fire started from a stove. Loss \$25,000; insured.

W. B. Cox's elevator at Plymouth, Ill., was burned on the night of January 23, with a quantity of grain. Loss, \$15,000. The building was erected three years ago and was first-class in all respects.

The old elevator of Wood & Close at Bellevue, O., was burned on the morning of February 9, with a quantity of grain stored by Wood & Easton, who had \$1,000 insurance. Loss, \$10,000; insurance, \$3,000.

L. H. Gates & Co.'s grain elevator at Central City, Neb., was burned on the morning of January 21. Ten thousand bushels of oats was badly damaged. The loss on building is total, being \$6,000, with \$4,000 insurance.

William Jones was smothered in a grain bin at El Paso, Ill., January 25. He was at work in the bin when shelled corn was spoued into it from another, and before he could get out he was buried under 400 bushels of the grain.

The "Edna Rice Mill" at Mermentau, La., was burned at 3 A. M., January 15, with three warehouses containing 3,000 barrels of clean rice and a quantity of rice bran. It was a 10-pounder mill with a capacity of 550 sacks of rough rice per day and was owned by Joseph Magi of New Orleans.

E. W. Stevens' elevator at Red Oak, Ia., was badly damaged by fire on the evening of January 9. Smoke was seen at 5:45 o'clock issuing from the top of the cupola. The corrugated iron roofing became red hot, was loosened by the wind and blown off, giving the flames free play. The fire was put out before reaching the storage department, which contained 4,000 bushels of corn, 1,000 bushels of wheat, 1,000 bushels of oats and 600 bushels of rye, none of which was burned and only a small quantity damaged by water. Loss, \$2,000; insurance, \$2,500. The house had been closed since the Saturday before and there had been no fire in the building. The entrance door, however, was open, and an incendiary could easily have gone to the cupola, where the fire apparently started.

Elevator "C" at St. Louis, Mo., operated by the Carondelet Elevator & Grain Company and owned by the Missouri Pacific Elevator Company, was completely destroyed on the morning of Sunday, January 22, by a fire that broke out at 1:45 o'clock A. M. The private watchman discovered the flames and turned in an alarm, but the department was powerless, as the entire structure was blazing when they arrived. The elevator had a capacity of over 2,000,000 bushels and contained a little more than 1,000,000 bushels of wheat, of which 440,000 was regular No. 2. About one-fifth of the value of the grain was recovered in the salvage, as a portion was only wet and not burnt. The Missouri Pacific Elevator Company had \$150,250 insurance on the building and machinery. The Carondelet Elevator & Grain Company had \$650,000 insurance on grain. The commission men who had grain in store had insurance as follows: C. H. Albers Commission Company, \$77,500; J. H. Teasdale Commission Company, \$16,500; Orthwein Bros., \$10,000; Redmond-Cleary Commission Company, \$3,600; W. L. Green Commission Company, \$2,000; F. Hahn & Co., \$2,000; E. Beckman Commission Company, \$1,000; St. Louis Commission Company, \$1,000; E. G. Weldner Commission Company, \$450, and Annan, Burg & Smith, \$350. Loss, \$1,250,000; insurance, \$910,000. The elevator was built in 1879 by the Missouri Pacific Railroad Company, and was leased to the Carondelet Elevator & Grain Company.

The loss on grain houses and elevators burned in Canada last year aggregated \$66,000, with insurance of \$53,600.—*Insurance Chronicle*.

Insurance on grain in certain Chicago elevators is hard to get, but one agent who was ordered by telephone at 6 o'clock, p. m., to place a line of \$600,000 completed the undertaking within an hour.

New Orleans exported in January, as reported by the Board of Trade grain inspectors, 1,491,677 bushels of wheat and 332,318 bushels of corn; against 1,755,646 bushels of wheat, and 905,645 bushels of corn in January, last year.

Tired of selling provisions by the pound and cent's worth, "Old Hutch" is closing out his grocery store in New York. He has, it is said, secured sufficient financial backing to re-enter the wheat market. In the grocery line B. Peters Hutchinson has not made a brilliant success. He found it easier to buy than to sell and he has accumulated a heavy stock.

WATERWAYS

Milwaukee shipped by lake last season 11,240,000 bushels of grain.

Senator David B. Hill is advocating the enlargement of the Erie Canal to a depth of twelve feet, with corresponding width.

No rebates of canal tolls will, it is reported, be allowed next season by the Dominion Government on Canadian traffic through the Welland Canal.

The Duluth Board of Trade favors the construction by the government of a ship canal through American territory from the great lakes to the ocean.

The Erie Canal boatmen have not agreed on grain rates for the coming season, nor have they decided whether to build an elevator or to buy one; but there is little probability that they will do either.

A score of steamers drawing from 15 ft. 8 in. to 16 ft. 6 in. of water have loaded at the new port of Velasco, Tex., since September 1. Just a few feet more of water and Velasco will be the best port on the Texas coast.

Canal maintenance in New York for the fiscal year ending September last cost less than for any year since 1886, according to the report of the State Superintendent of Public Works. Ordinary repairs and operation for the year cost amounted to \$737,051. Nearly 4,282,000 tons were carried during the season.

The Upper Brazos River Navigation Convention was held at Waco, Tex., on February 1. The object of the convention was the improvement of the Brazos and Trinity Rivers as far as Dallas and Waco. The enactment of a state law is advocated giving public lands in Greer Co. to such corporations as shall make these rivers navigable.

The steamers of the Kansas City and Missouri River Transportation Company were placed in commission early this month. The A. L. Mason is running between St. Louis and New Orleans, but will run to Kansas City in March. The steamers State of Kansas and State of Missouri will run in the Cincinnati and New Orleans trade.

The overtolls on grain carried through the Erie Canal are estimated by the boatmen to amount to \$935 on the cargoes carried by a canal steamer with three consortships. After harboring such an infamous robber crew as the railroad elevators for so many years the moral atmosphere of Buffalo certainly must need disinfection. Rout the rascals; build boatmen's elevators, or cut a deeper canal to let lake boats through to New York.

The deep waterways convention which met at Washington recently has appointed an executive committee consisting of Messrs. Ely, Graves and Thompson of Duluth, Seymour of Sault Ste. Marie, and Wheeler of Albany, to carry on the work laid out. The resolutions bind the members of the convention to work for a waterway not less than twenty feet deep, connecting the great lakes with the ocean through American territory. Congress is also urged to pass the bill providing for surveys now before the House.

Alexander McDougall, the inventor of the "whaleback" and manager of the American Steel Barge Co., does not favor the project of a deep canal on American soil from the lakes to the ocean. Nearly all the vesselmen on the great lakes are against the proposed canal, although they have not voiced their opposition. The Erie Canal boatmen, too, are not in favor of a ship canal. The reasons are plain. With such a canal foreign vessels would enter upon and monopolize the entire export trade of Chicago and Duluth, etc., just as they now monopolize the export trade of our ocean ports, as New York, Boston, Philadelphia, etc. The canal boatman, like Othello, would find his occupation gone.

When a delegation of the deep waterways convention at Washington, D. C., appeared before the House committee on rules recently to urge that a day be set aside for the consideration of the bill appropriating \$100,000 for a survey of the proposed ship canal connecting Lake Erie and the Hudson River, they were informed that there was no prospect within the present generation of the government plunging into a great work that would require the ultimate expenditure of nearly \$200,000,000; and that the expenditure of \$100,000 at this time would be like throwing money away; and that the delegation could consider it as absolutely settled that the committee on rules will not grant a single day for the consideration of the bill. Thus the one object of the convention was defeated.

A canal from Lake Michigan near Chicago to Delphi, a few miles north of Lafayette, Ind., the head of navigation on the Wabash River, is proposed by Colonel William E. McLean of the Indiana state senate. The distance is about ninety miles. The depth of water is to be nine feet. Such a canal would no doubt be of great value to the people of Eastern Indiana, but to ask Congress to defray the cost, estimated at \$10,000,000, is unwise, because the government has already begun work on a canal to connect Lake Michigan with the Mississippi River, i. e., the Hennepin, from the Illinois to the Rock River; and the Sanitary District of Cook county now has

thousands of men at work on a regular deep ship canal from the Chicago River to the Illinois River. The millions required for the latter are being paid by Chicago.

The estimates for the Dominion of Canada of expenditures on canals for 1893 provide \$4,300,200, of which \$1,906,000 is for the Sault Ste. Marie Canal, \$1,000,000 for the Soulages Canal, \$531,000 for the Cornwall Canal and \$250,000 for the St. Lawrence River and canals.

The first whaleback vessel was built about three years ago. Twenty seven of them are now afloat on the lakes and ocean, actively engaged in the world's commerce. Within a year thirty more may be launched upon the waters to demonstrate the superiority of Americans in inventive genius over the plodding nations of the old world. The picturesque ship with its raking spars which has sailed the seas from time immemorial will soon be a thing of the past, superseded by the ugly whaleback, which, although devoid of beauty, excels in practical utility any craft ever constructed. In proportion to the weight of cargo carried and the speed of transit the whaleback excels any other type yet devised, of equal draft, tonnage and cost. The whaleback costs less to build and costs less to run when built. Economy is the secret of its success.

Every bushel of grain grown in the Central and Western states of the Union would sell for 5 cents more in the markets of the world if a ship canal were constructed between the great lakes and the ocean. Every farmer would receive \$1 more per acre for his product. Every grain dealer would have more grain to handle. What are the farmers doing to hasten the consummation of this grand enterprise? Nothing! They are pursuing the will o' the wisp Anti-Option Bill, asking for government warehouses, demanding government loans on grain, crying for government this and government that, instead of making an effort to secure the construction of this grand ship canal that would not only be of real practical benefit to them, but would also come wholly within the powers and proper functions of our national government. Knowing nothing, caring nothing, the farmer pursues the even tenor of his way, while the railroad grain elevator combination at Buffalo and New York with a heavy hand levies tribute on all the grain that passes East for export.

SAN FRANCISCO'S GRAIN TRADE.

The receipts of produce at San Francisco, Cal., as reported by T. C. Friedlander, secretary of the San Francisco Produce Exchange, included last year 10,435,610 cents of wheat, 2,746,878 of barley, 593,398 of oats, 262,042 of corn, 72,999 of rye, 51,894 sacks of flax, 123,810 tons of hay, 7,650 bales of hops, 5,332,405 quarter sacks of flour, 648,909 sacks of beans, and 1,259,151 sacks of potatoes, against 18,183 133 cents wheat, 2,710 538 barley, 595,782 oats, 369,904 corn, 139 336 rye, 69,001 sacks flax, 126,540 tons hay, 9,413 bales hops, 5,862,388 quarter sacks flour, 402 076 sacks beans, and 1,274,607 sacks potatoes in 1891; 14,209,226 cents wheat, 1,851,346 barley, 532,332 oats, 367,690 corn, 146,967 rye, 56 155 sacks flax, 132 042 tons hay, 10,154 bales hops, 5,917,700 sacks flour, 420,595 sacks beans, and 1,355,418 sacks potatoes in 1890; 13,246 621 cents wheat, 2,556,560 barley, 586,484 oats, 213,712 corn, 51,273 rye, 72,203 sacks flax, 124,264 tons hay, 14,149 bales hops, 5,597,109 sacks flour, 368,135 sacks beans, and 1,351 897 sacks potatoes in 1889; and 12 917 228 cents wheat, 2,792,631 barley, 609 529 oats, 221,098 corn, 28,543 rye, 95,905 sacks flax, 127,701 tons hay, 17,952 bales hops, 4,354,420 sacks flour, 269,057 sacks beans, and 1,239,430 sacks potatoes in 1888.

The shipments by sea have been 9,726,697 cents wheat, 1,313,495 barley, 70,648 corn, 21,982 oats, 32,420 rye, and 1,077 956 barrels flour for 1892; 16,823,743 cents wheat, 929,216 barley, 123 998 corn, 12,392 oats, 93,615 rye, and 1,235,183 barrels flour for 1891; 13,019,910 cents wheat, 318,313 barley, 78,337 corn, 28,447 oats, 96,012 rye, and 1 182,111 barrels flour for 1890; 12,257,046 cents wheat, 880,331 barley, 26 486 corn, 59 323 oats, and 1,109,126 barrels flour for 1889; and 11,708,261 cents of wheat, 1,029 361 of barley, 51,041 of corn, 35,985 of oats, and 808,459 barrels of flour for 1888.

Oats, amounting to 1,266 bushels, was imported in December, against 6,424 bushels in the preceding December; and during the year, 16 887 bushels, valued at \$7 048, was imported, compared with 16,164 bushels, valued at \$7,300, during 1891. We re-exported last year 3,073 bushels of foreign oats, valued at \$1,047, against 3,898 bushels, valued at \$1,371, during 1891.

It is wearying and tedious to have to write week by week of dull and unprofitable markets, and of continued drooping prices. Shippers and sellers generally do not press, but buyers are evidently sufficiently well supplied to be able to drag the seller down by slow degrees, to a point never dreamed of in his philosophy. The still increasing visible supply in the United States, although it may but mean the shifting of the wheat from the farmer to the elevator company, is the perpetual argument used for depreciating wheat; and now comes the report, more or less based on facts, of superabundance in Australasia and the Argentine, which is pointed to as furnishing additional reason why wheat should remain cheap.—*Millers' Gazette, London.*

LATE PATENTS

Issued on January 10, 1893.

MACHINE FOR CLEANING GRAIN.—Thomas A. Selp, Dayton, assignor to Petr B. Holly and Christian A. Salzman, Hamilton, O. (No model.) No. 489,504. Serial No. 413 471. Filed Nov. 30, 1891.

DRY-KILN FOR MALTING.—Joseph Kam, Buffalo, N. Y. (No model.) No. 489,746. Serial No. 443,484. Filed Aug. 19, 1892.

GRAIN METER.—Jacob O. Wyman and Ole L. Eugen, Fargo, N. D. (No model.) No. 489,776. Serial No. 430,711. Filed April 26, 1892.

CONVEYOR.—Charles W. Reneau, Meridian, Miss., assignor of one-half to John A. Lewis, same place. (No model.) No. 489,831. Serial No. 434,810. Filed May 28, 1892.

Issued on January 17, 1893.

PRICE-INDICATING ATTACHMENT FOR WEIGHING SCALES.—William H. Gamble and David H. Allen, Miamisburg, O. (No model.) No. 489,942. Serial No. 428,746. Filed April 11, 1892.

HAY PRESS ATTACHMENT.—Frank B. Graham and James H. Knapp, Westphalia, Kan. (No model.) No. 490,072. Serial No. 417,310. Filed Jan. 7, 1892.

DRIER AND CARBONIZER.—Michael J. Spencer, Lawrence, Mass. (No model.) No. 490,171. Serial No. 419,182. Filed Jan. 25, 1892.

CONSTRUCTION OF BINS OR POCKETS FOR CONTAINING COAT, GRAIN, ETC.—Thomas E. Murray, Albany, N. Y., assignor of one-half to William McEwan, same place. (No model.) No. 490,258. Serial No. 449,974. Filed Oct. 25, 1892.

Issued on January 24, 1893.

MASH MIXING MACHINE.—Tillman Puetz, Jr., St. Louis, Mo. (No model.) No. 490,498. Serial No. 450,986. Filed Nov. 4, 1892.

PROCESS OF PREPARING RAW GRAIN.—Horace T. Brown and George H. Morris, Burton-on-Trent, England. (No specimens.) No. 490,538. Serial No. 385,481. Filed March 18, 1891. Patented in England May 20, 1890, No. 7,880, and in Belgium March 6, 1891, No. 94,041.

BALING PRESS.—Francis R. Brown, Denver, Colo., assignor to the Globe Manufacturing Company, same place. (No model.) No. 490,633. Serial No. 420,805. Filed Feb. 8, 1892.

Issued on January 31, 1893.

WAGON DUMP AND ELEVATOR.—Charley A. Nelson, Des Moines, Ia. (No model.) No. 490,674. Serial No. 425,842. Filed March 21, 1892.

GRAIN WEIGHER.—Charles J. Hartley, Decatur, Ill., assignor of two-thirds to John K. Warren and Bradford K. Durfee, same place. (No model.) No. 490,710. Serial No. 447,363. Filed Sept. 30, 1892.

WAGON RAISER.—Clarence C. Hallman, Paul's Valley, Ind. Ter. (No model.) No. 491,787. Serial No. 440,194. Filed July 16, 1892.

AUTOMATIC GRAIN WEIGHER.—Horace M. Fulwider, Redmon, Ill. (No model.) No. 490,957. Serial No. 448,427. Filed Oct. 10, 1892.

Issued on February 7, 1893.

HORSE POWER.—John Dages, Navarre, O. (No model.) No. 491,267. Serial No. 445,645. Filed Sept. 12, 1892.

CONVEYOR.—Michael Garland, Bay City, Mich. (No model.) No. 491,344. Serial No. 448,274. Filed Oct. 10, 1892.

DE IGNS AND TRADEMARKS.

[Issued since our last publication.]

CORN SHELLER.—Kingsland & Douglas Manufacturing Company, St. Louis, Mo. Application filed Dec. 16, 1892. No. 22,336. Used since October, 1875. The word, "SHUCK."

It is said of Laketon, S. D., that nothing is heard but the growl of farmers about the low price of wheat, elevators full of grain, and no coal. Farmers have been shipping their own wheat. It seems they get cars if the elevators cannot.

Barley, amounting to 413,841 bushels, was imported in December, against 348,892 bushels for the preceding December; and for the last year, 2,085,298 bushels, valued at \$1,022,002, was imported, compared with 3,196,413 bushels, valued at \$1,681,539, for the year before. Of foreign barley we last year re-exported 86 505 bushels, valued at \$46,531, compared with 723,537 bushels, valued at \$414,000, for the year before.

Latest Decisions.

Controlling Effect of Agreement with Warehouseman not to Insure.

An agreement by a warehouseman with a shipper, not to insure, controls, over any custom to insure, and precludes the shipper from sharing in any open policies on goods in the warehouseman's possession.—*Cottrell vs. Branin*, Court of Appeals of Kentucky, 20 S. W. Rep. 703.

Burden of Proof in Cases Involving Negligence.

In an action to recover damages resulting from negligence the party asking a recovery must establish by a clear preponderance of testimony the negligence of which he complains. Having done this, contributory negligence is then a matter of defense and must be established by defendant, by the same preponderance of evidence required of the plaintiff.—*Comer vs. Consolidated Coal and Mining Co.*, Supreme Court of Appeals of West Virginia, 12 S. E. Rep., 476.

Seed in "Original Packages" as an Article of Interstate Commerce.

Seed shipped from one state to another in original packages becomes an article of interstate commerce. Therefore, a state statute, such as that of North Carolina passed in 1891, providing that persons selling seed in packages unmarked by the date when such seed were grown, except farmers selling seed in open bulk to other farmers or gardeners, shall be guilty of a misdemeanor, is unconstitutional and void under the interstate commerce clause of the constitution with respect to the selling of seed in the original packages imported from another state.—*In re Sanders*, U. S. Circuit Court North Carolina, 52 Fed., Rep. 802.

Waiver of Marine Insurance Conditions.

A policy of insurance on a cargo of corn provided that the acts of the insurer in recovering, saving or disposing of the property insured should not be considered as a waiver or acceptance of an abandonment, or affirming or denying any liability under the policy, but that such acts should be considered as done for the benefit of all concerned, without prejudice to the right of either party. By taking possession of and selling the injured portion of the cargo, with notice that the injury was caused by ice, the insurer did not waive a provision in the policy exempting it from liability for such injury, or render itself liable to a charge of conversion.—*Schuyler vs. Phoenix Ins. Co. of Brooklyn*, Court of Appeals of New York, 32 N. E. Rep., 25.

Liability of Railroads for Freight Destroyed in Car Furnished for Loading.

Where goods are delivered to a common carrier to await further orders from the shipper before shipment, the former, while they are so in his custody, is only liable as warehouseman. He is only responsible as carrier where goods are delivered to and accepted by him in the usual course of business for immediate transportation. Therefore, a railroad company which has furnished a shipper with a car which the latter has loaded is liable only as a warehouseman, until notified of the readiness of the car for transportation and of the name of the consignee; and it is not liable as an insurer for the destruction of the lumber by fire while the car is standing on its track before it is so notified.—*Basnigh vs. Atlantic & N. C. R. Co.*, Supreme Court of North Carolina, 16 S. E. Rep., 323.

Delay in Delivering Telegram.

A telegram was written on a night blank, which contained stipulations that the message should be delivered "not earlier than the morning of the next business day," and that the company should not be liable in damage unless a claim should be presented in writing within thirty days from the sending of the message. The telegram was paid for as a night message, but the agent of the company told the sender that it could not be sent that night, and promised that it would be delivered the next morning. On day messages the company allowed 60 days for the presentation of claims. The oral agreement did not alter the stipulation requiring a claim to be presented within 30 days, and that this limitation was valid; the damage resulting from delay having been as well known within 3 days from the sending of the message as afterward.—*Western Union Telegraph Co. vs. Culbertson*, Supreme Court of Texas, 15 S. W. Rep., 219.

Growing Crops as Personal Property.

Though, in a sense, a growing crop of grain and the like is a part of the real estate so as to pass in a conveyance of the land, it, nevertheless, possesses the characteristics of a chattel, and is salable and transferable as other personal property is, and may be taken upon execution, and sold in discharge of a judgment debt. Distinctions, of course, are to be made between growing crops of grain and trees, the fruits of trees and perennial plants. Probably the rights of a third person on to the growing crop of grain, under a contract of purchase with the owner, would be annulled by the sale upon the foreclosure of a mortgage of the land. But where the owner of a mortgaged farm

sells the growing crop, and then before it is harvested delivers possession of the land to the mortgagee, the mortgage debt not being due, the mortgagee acquires no title to the crop as against the purchaser.—*Sexton vs. Bresse*, Court of Appeals of New York, 32 N. E. Rep. 133.

FROZEN WHEAT FOR HOGS.

Prof. James W. Robertson has recently issued a bulletin giving some information regarding the use of damaged wheat for swine. A number of tests were made with wheat that had been frozen, prepared in various ways, and as to the outcome of these the following are some of the conclusions given: (1.) When the frozen wheat was fed, ground and soaked twelve hours 14.18 pounds of increase in the live weight were obtained for each bushel of wheat that was fed. (2.) In the feeding of swine from an average weight of 61 pounds each until they reached an average weight of 148 pounds each, 15.46 pounds of increase in the live weight were obtained for each bushel of wheat that was fed. (3.) One pound of frozen wheat has the equivalent of 7.91 pounds of skim milk in increasing the live weight. (4.) The swine that were fed upon a ration containing skim milk were lustier and more robust in appearance than those which were fed upon grain only. The pork was submitted to a pork packer for examination and he pronounced it superior to that of hogs fed on peas alone. The experimenter says that where a less or greater quantity of wheat may be injured by frost or other climatic conditions, the farmers should fortify their positions by providing means whereby to market, in the best way, this product which cannot be sold at paying prices in the form of grain. From 9.1 pounds to 15.46 pounds of increase in the live weight of swine have been obtained per bushel of frozen wheat consumed. When swine are fetching 5 cents per pound live weight, with an allowance of 5 per cent. deducted for shrinkage, the frozen wheat, fed under favorable conditions in the quality and age of the swine and the preparation of the feeds, may realize 73.45 per bushel. The writer of the bulletin says that the conditions required for the profitable feeding of swine are: (1.) Clean, dry, warm quarters protected from wind and draughts. (2.) As much wholesome feed—if grain—preferably ground fine—as they will eat clean three times a day; and (3.) Free access to a mixture of salt and ashes, to suds or to soil.

EXPORTS OF CORN.

In December we exported 1,439,616 bushels of corn to the United Kingdom, 479,049 to Germany, 51,446 to France, 693,042 to other countries in Europe, 162,885 to British North America, 192,584 to Mexico, 107,719 to Cuba, 47,009 to the other West Indies and Bermuda, and 25,230 to South America; compared with 3,713,517 bushels to the United Kingdom, 559,793 to Germany, 111,335 to France, 1,177,312 to other countries in Europe, 128,115 to British North America, 49,607 to Mexico, 50,022 to Cuba, 42,489 to the other West Indies and Bermuda, and 3,685 to South America in December, 1891.

The exports of corn last year, as reported by S. G. Brock, chief of the bureau of statistics, were 33,318,674 bushels, valued at \$17,663,687, to the United Kingdom; 14,576,216 bushels, valued at \$7,639,061, to Germany; 2,094,590 bushels, valued at \$1,084,915, to France; 16,401,064 bushels, valued at \$8,524,189, to other countries in Europe; 3,733,506 bushels, valued at \$1,772,926, to British North America; 5,445,590 bushels, valued at \$3,573,805, to Mexico; 111,512 bushels, valued at \$61,953, to the Central American States and British Honduras; 981,049 bushels, valued at \$564,338, to Cuba; 43,217 bushels, valued at \$25,869, to Puerto Rico; 6,788 bushels, valued at \$3,770, to Santo Domingo; 523,675 bushels, valued at \$333,459, to the other West India Islands and Bermuda; 213,367 bushels, valued at \$133,688, to South America, and 21,918 bushels, valued at \$14,673, to other countries; total, 77,471,179 bushels, valued at \$41,416,378; in comparison with 16,701,476 bushels, valued at \$10,651,183, to the United Kingdom; 3,110,732 bushels, valued at \$1,979,331, to Germany; 190,087 bushels, valued at \$119,158, to France; 5,306,802 bushels, valued at \$3,502,912, to other countries in Europe; 3,707,554 bushels, valued at \$2,315,589, to British North America; 259,130 bushels, valued at \$189,148, to Mexico; 190,977 bushels, valued at \$184,496, to the Central American States and British Honduras; 270,858 bushels, valued at \$191,934, to Cuba; 4,669 bushels, valued at \$3,455, to Puerto Rico; 35 bushels, valued at \$26, to Santo Domingo; 563,936 bushels, valued at \$422,162, to the other West India Islands and Bermuda; 375,805 bushels, valued at \$302,761, to South America, and 16,990 bushels, valued at \$14,371, to other countries; total, 30,691,851 bushels, valued at \$19,876,526, exported during 1891.

Mexico's drafts on our corn crop continued heavy during December; Cuba and the other West Indies also increased their imports, but our exports to Europe fell off considerably for the month. The showing for the past year is, however, more flattering, the exports being more than double those of 1891.

Flaxseed, amounting to 18,984 bushels, was exported in December last, against 1,084,224 bushels in the preceding December. For the year the exports of flaxseed aggregated 2,210,005 bushels, valued at \$2,564,844, in comparison with 3,091,479 bushels, valued at \$3,378,003, for the year 1891.

ITEMS FROM ABROAD

Germany imported in December 1,120,000 bushels of wheat.

Algeria in 1892 produced 21,600,000 bushels of wheat, against 25,600,000 in 1891, and 28,800,000 in 1890.

The advanced freight rates proposed by English railroad companies have been declared totally impracticable by the Northamptonshire Millers' Association.

A rebellion against the wheat tax has occurred in the province of Santa Fe, Argentine Republic. The rebels number 3,000, principally colonists. They are armed with rifles.

Holland imported during the last five months of 1892 871,000 quarters of wheat and flour combined, against 1,128,000 quarters during the corresponding period of 1891.

Hungary exported during the last five months of last year 2,606,000 quarters of wheat and flour combined, against 2,227,000 quarters during the corresponding period of 1891.

Norway imported in the four months preceding December 1, 244,000 quarters of rye and 251,000 quarters of barley, against 331,000 quarters of rye and 157,000 quarters of barley in the corresponding months of 1891.

The Argentine Republic will have 37,670,000 bushels of wheat on the present crop, according to one authority. Another places it at 10,000,000 bushels less. The actual quantity is perhaps close to 30,000,000 bushels, of which 15,000,000 would be available for export.

Wheat values in Europe last year were depressed by three causes; first, the superabundant crop of 1891 in America; second, the fall in the value of silver, and third, the decline in freight rates. The free buying at the time the Russian ukase was issued left heavy stocks to be carried over into 1892. France and Germany were favored with good crops and had no desire to import largely of American wheat, and consequently it was unloaded on the markets of Great Britain and Italy.

Russia's grain trade has for some time received the earnest attention of the Department of Trade and Commerce. At the first meeting of the department at Vienna the exchange of Liban and representatives of the exporters of Odessa strenuously opposed government intervention. The representatives of the farmers and some of the interior grain dealers were in favor of government inspection. Inspection is voluntary at Riga, where it was established by the local exchange, but a majority of the exporters have gladly availed themselves of it owing to the confidence inspired in foreign dealers.

English agricultural writers are offering every imaginable remedy for the depression in agriculture. A protective tariff against foreign grain is favored by many agriculturists, but the masses in the cities and towns frown on the proposition. The farmers have been advised to lay down their land to grass until grain growing should again become profitable; but land that is worth several hundred dollars per acre is to valuable too used as pasture. In 1879 the English commissioners who were sent to America to investigate the whole subject of American wheat production gave it as their opinion that American wheat could not be profitably laid down in the British markets at less than 47s. 9½d. per quarter, which reassured the British farmer that there was nothing to be feared from this quarter. This estimate was believed to be accurate, for did not the commissioners take account even of the half penny; but, alas, American wheat is now selling in the British markets at 25s. per quarter.

KANSAS CITY'S GRAIN TRADE.

Kansas City received last year 31,019,000 bushels of wheat, 13,623,150 of corn, 3,867,000 of oats and 921,000 of rye, total, 49,430,150 bushels; in 1891, 16,396,491 bushels of wheat, 11,849,205 of corn, 6,147,300 of oats and 1,374,720 of rye, total 35,865,716 bushels; in 1890 5,787,400 bushels of wheat, 18,050,300 of corn, 4,676,000 of oats and 336,000 of rye, total, 28,950,700 bushels; in 1889 4,555,000 bushels of wheat, 9,557,067 of corn, 4,207,531 of oats and 429,100 of rye, total, 18,745,698 bushels, and in 1888 the receipts were 1,750,308 bushels of wheat, 3,936,150 of corn, 3,058,819 of oats and 55,200 of rye, total, 8,800,477 bushels. Of last year's receipts the grain merchants of the city handled 26,607,000 bushels of wheat, 11,729,500 of corn, 3,889,000 of oats and 791,400 of rye, total, 42,516,900 bushels.

The shipments last year from Kansas City were 24,703,470 bushels of wheat, 11,699,180 of corn, 3,224,200 of oats, 900,420 of rye and no barley, total, 40,528,240; in 1891 16,181,964 bushels of wheat, 11,271,560 of corn, 4,054,409 of oats, 1,287,887 of rye and no barley, total, 32,795,820 bushels; in 1890 5,577,400 bushels of wheat, 19,907,850 of corn, 3,526,400 of oats, 514,600 of rye and 138,700 of barley, total, 29,664,950 bushels; in 1889 1,133,835 bushels of wheat, 3,644,785 of corn, 1,446,520 of oats, 27,800 of rye and 125,200 of barley, total, 6,378,140 bushels, and in 1888 the shipments were 683,890 bushels of wheat, 1,209,630 of corn, 909,412 of oats, 17,035 of rye and 245,200 of barley, total, 3,065,167 bushels.

THE EXCHANGES

Members of the New York Produce Exchange have denounced the Senate for passing the Washburn Anti-Option bill.

The membership in the Chicago Board of Trade Mutual Benefit Association is steadily increasing. The benefit is about \$2,000.

The Board of Trade of Louisville, Ky., recently re-elected President Ballard, Secretary James F. Buckner and Treasurer George H. Moore.

The Buffalo Merchants' Exchange recently elected George Clinton, president; Warren F. Chandler, vice-president, and Pierre A. Rosseel, treasurer.

The St. Louis Merchants' Exchange recently elected W. T. Anderson, president, and Messrs. Annan and Doggett, first and second vice-presidents respectively.

The Montreal Board of Trade recently elected W. W. Ogilvie, president; James A. Cantile, first vice-president; W. C. Munderloh, second vice-president, and Edgar Judge, treasurer.

The new directors of the Chicago Board of Trade have elected the old officers as follows: Secretary, Geo. F. Stone, assistant secretary, R. S. Worthington, and treasurer, E. A. Hamill.

The directors of the Omaha Board of Trade recently elected W. A. L. Gilbert, president; W. N. Babcock, first vice-president; H. F. Cady, second vice-president, and S. A. McWhorter, treasurer.

The Flour Exchange Building Company has been incorporated at West Superior, Wis., to erect a flour exchange. Capital stock, \$100,000; incorporators, R. M. Todd, L. R. Hurd and James Borden.

The Grain Receivers' Association of Minneapolis, Minn., recently re-elected its old officers as follows: C. M. Harrington, president; A. M. Woodward, vice-president; W. B. Mohler, secretary, and H. W. Commons, treasurer.

The Seattle Merchants' and Manufacturers' Exchange has secured new quarters. Daily telegraphic reports will be had from the principal markets. The daily meetings at 11 o'clock of the grain and feed men are increasing in interest.

The annual meeting of the New York State Board of Trade at Albany was set for February 15. Among the topics to be discussed are an American ship canal, the deepening of the Hudson River, a deep waterway from the lakes to the Hudson, improvement of the state canals, wharfage charges at Albany and the Nicaragua Canal.

The Philadelphia Board of Trade recently elected the following officers for the current year: President, Frederick Fraley; first vice-president, T. Morris Perot; second vice-president, Thomas L. Gillespie; third vice-president, John H. Michener; fourth vice-president, N. Parker Shortridge; secretary, W. R. Tucker; treasurer, Richard Wood.

The Montreal Corn Exchange, at its annual meeting recently, elected the following officers: President, D. A. McPherson; treasurer, David Robertson; committee of management, John Baird, A. J. Brice, M. A. Hastings, A. G. Thomson, E. F. Craig and A. Peddie; board of review, G. M. Kinghorn, chairman; T. A. Crane, John Dillon, C. H. Gould, J. O. Lafreniere and Stewart Munn.

The Minneapolis Chamber of Commerce on January 25, by a vote of 165 to 9, condemned the anti-option bill, and scored Senator Washburn for advocating it. The fact that Chas. A. Pillsbury, Washburn's milling partner, is president of the chamber, did not deter the members from passing resolutions declaring Washburn either a charlatan or insincere.

At its annual election the Kansas City Commercial Exchange elected the following directors: Mason Gregg, Charles T. Peavey, R. E. Talpey, B. C. Christopher, James E. Seaver, J. K. Davidson, H. M. Kirkpatrick, E. H. Allen, N. P. Simonds, P. T. Hamm, W. H. Reed, T. J. Broadnax and J. W. Moore. The arbitration committee is composed of Frank Goodnow, H. F. Hall, J. O. Bradenbaugh, E. D. Bigelow and Alfred Hertz.

At the meeting of the National Board of Trade at Washington January 18 it was resolved that a national department of trade and commerce should be created; that state laws governing the issue of warehouse receipts should be made uniform, and referred the proposed amendments to the interstate commerce bill to a committee. The executive committee was abolished, the executive council of vice-presidents assuming its duties.

The Baltimore Corn and Flour Exchange recently elected the following directors: John L. Rodgers, Chas. England, James Lake, George T. Kenly, William M. Knight, W. G. Bishop, Walter Kirwan, Douglas M. Wylie, James Botts, Frederick Megehard, T. B. Hull, Chas. D. Reid and James C. Gorman. The directors afterward chose John L. Rodgers, president; William F.

Wheatley, secretary; H. A. Wroth, assistant secretary, and George T. Kenly, treasurer. Charles England and James Lake were elected respectively first and second vice-presidents. The executive committee consisted of Walter Kirwan, chairman; W. G. Bishop, Douglas M. Wylie, William R. Hammond and Chas. D. Reid. The annual report of President Rodgers showed a very satisfactory increase in the grain trade of Baltimore.

The Duluth Board of Trade has elected the following officers, etc.: President, Otto C. Hartman; vice-president, George Rupley; directors (for three years), Ward Ames, A. D. Thomson, A. W. Frick; (for one year, to fill vacancy) George Spencer; board of arbitration, A. Bailly, E. A. Fosyth, H. H. Kenkel; board of appeals, W. S. Moore, Thos. Gibson, W. VanBrunt; committee on inspection, George Rupley, A. W. Frick, George C. Barnum, Ward Ames, B. C. Church.

After a spirited contest the New Orleans Board of Trade at its annual election recently chose the following officers and directors: President, J. M. Parker, Jr.; first vice-president, Joseph Buhler; second vice-president, Joseph Kohn; third vice-president, Samuel F. Heaslip, and directors, Frank De'ery, Chas. J. Bier, S. B. Daniels, F. E. Bernard, Isaac Levy, George E. Sears, Jr., T. W. Watson, I. H. Saffer, Jr., R. H. Chaffie, Leonard M. Findley, J. B. Van Horn, W. J. Orthwein.

The Winnipeg Grain Exchange recently elected A. Atkinson, president; Thomas Gilt, vice-president; C. N. Bell secretary and treasurer, and J. Harris, S. Spink, F. W. Thompson, S. A. McGaw, S. W. Farrell, E. Thompson, W. W. Dines, G. R. Crowe, N. Bawlf, D. H. McMillan and A. Cavanah, council. The board of arbitrators consists of H. Crow, R. P. Roblin, W. W. Watson, Joseph Harris, D. G. McBean, S. A. McGaw, W. A. Black, R. Muir and D. W. Camming.

The Winnipeg Grain Exchange has appointed Messrs. Atkinson, Bawlf, Crowe, McGaw and McMillan a committee to secure the free carriage of seed grain in Manitoba on the Canadian Pacific Railway. Another movement in the interest of the trade was the appointment of Messrs. Stephen Nairn, A. Atkinson and S. McGaw to wait upon the local government in the matter of sending circulars to farmers, advising them of the evils of smut, and urging the preventive treatment of seed with blue-stone.

The Toronto Board of Trade recently chose the following officers, etc.: President, D. R. Wilkie; first vice-president, Hugh Blain; second vice-president, S. F. McKinnon; treasurer, J. L. Spink; council, William Christie, John I. Davidson, W. R. Brock, D. W. Alexander, H. N. Bird, W. D. Matthews, G. M. Bosworth, Arthur White, Michael McLaughlin, George H. Bertram, A. A. Allen, Warring Kennedy, William Iace, Robert Jaffray, Barlow Cumberland; board of arbitration, William Galbraith, J. H. G. Hagarty, J. D. Laidlaw, Thomas Flynn, R. J. Stark, R. S. Baird, R. C. Steele, John Earls, M. F. Brown, J. H. Sproule, Charles Pearson, S. Crane.

At the annual meeting of the Chicago Board of Trade Robert Lindblom denounced in strong terms the practice of the directors in hiring spies on the members. Mr. Farnum also bitterly criticised their action. The resolution, however, was not adopted. Secretary Stone's report was then read, which showed receipts of \$313,144.46 and disbursements of \$282,238.11 during the fiscal year ending January 9. During the year \$50,000 of the bonds of the board have been purchased and canceled, leaving a total bonded indebtedness of \$1,250,000 bearing interest at 5 per cent. The membership was reported as numbering 1,903. The receipts of grain and flour in its grain equivalent aggregated 256,000,000 bushels for the year. President Hamill spoke at length against the anti-option bill.

OUR CARD BASKET

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

Harry Wolf of Aug. Wolf & Co., Chambersburg, Pa. J. L. Wheeler, representing S. Howes, Silver Creek, N. Y.

J. W. Marshall, representing Schleicher, Schumm & Co., Philadelphia, Pa.

E. O. Moffatt of the Moffatt & Lee Commission Company, Kansas City, Mo.

The New Orleans Board of Trade has appointed a committee to prepare a rice exhibit for the World's Fair which shall be an honor to the state of Louisiana. The committee is hard at work, devoting much time, energy and money to the perfecting of the exhibit.

A corn kitchen will be one of the features of the World's Columbian Exposition. It will be run in connection with the women's display in the Illinois building, and every kind of food made from corn will be on the bill of fare. This is a step in the right direction. Corn is the chief product of Illinois.

And now come the English farmers, with their public meetings, and threatened farmers' alliances to protect themselves from low prices. It is all rot, on both sides of the Atlantic. When the world produces too little pork the price will advance. When too much grain is produced the price will squat, and that is all there is of it.

PERSONAL

C. Enestvedt has been appointed agent for the Interstate Grain Company at Belview, Minn.

B. R. Jones has moved from Harlem to Michigan City, N. Dak., the National Elevator Company having closed the house at Harlem and placed him in charge of the one at Michigan City.

F. R. Pettit has resigned his position as manager of the grain business of the late A. J. Sawyer at Minneapolis, Minn., to take a similar position with the California Breakfast Food Company.

H. C. Hall has reentered the grain trade at Paxton and Ludlow, Ill. Mr. Hall has been engaged in the grain business in Ford County for thirty years. He began before his twenty-first year.

A. W. Reed, the well-known grain dealer of Baltimore, Md., accompanied by his wife, has left for Florida, where they will pass the remainder of the winter. It is their intention to make a tour of Europe in the spring.

John Walker, who recently resigned his position as weighmaster for the Chicago Board of Trade, has been presented with a gold watch and chain by his former assistants. He has since reconsidered his resignation and will continue to fill his old position.

A. M. Stewart of James Stewart & Co., the architects and builders of grain elevators of St. Louis, Mo., is making a tour of the Pacific coast. He will be absent three months. Besides viewing objects of interest to the tourist Mr. Stewart will have an eye open for new elevator contracts.

P. Bird Price has resigned his position as chief grain inspector at Chicago. Mr. Price has for so many years discharged his arduous duties to the entire satisfaction of all concerned that everyone is sorry he has taken this step. If it lay within the power of the grain men who know the value of his services he would not be permitted to leave his post.

The new Railroad and Warehouse Commission of Illinois consists of Thomas Gahan, Charles F. Lape and William L. Cantrell. Mr. Gahan is a native of Cook county. He was connected with the packing business from 1866 to 1869. Since 1870 he has held various public offices and in 1899 was elected alderman for the 29th ward, Chicago, and was re-elected last spring without opposition. He is a shrewd politician. Mr. Lape was born in Ohio, and has always been connected with railroads, and is now master mechanic for the Wabash Railroad at Springfield. Mr. Cantrell was born in Franklin county, is a lawyer by profession and well known in the southern part of the state.

OBITUARY

J. S. Lapham of J. S. Lapham & Co., grain dealers at Detroit, Mich., is dead.

Elijah A. Decker of Decker & Tompkins, commission hay dealers at New York, N. Y., is dead.

Edward H. Pugh, sole member of the firm Brooke & Pugh, dealers in grain and flour at Philadelphia, Pa., is dead.

Robert Rutherford, grain dealer, of Rochester, N. Y., died recently, aged 78 years. Since he went to Rochester twenty-five years ago and engaged in the grain trade, he has commanded the respect and esteem of everyone.

Stewart S. Floyd, grain dealer on the Chicago Board of Trade, dropped dead of heart disease on his fortieth birthday, February 10. He was born at Mattison, Ga., went to Chicago in 1881, and at one time was a member of the firm of Bryan, McCampbell & Co.

Horace W. Pratt of Minneapolis, Minn., died January 10 of heart disease. He was born in New York 60 years ago, moved to Minnesota in 1856, taught school, practiced law, and finally went into the grain trade at Owatonna and Faribault. In 1883 he went to Minneapolis, joined the Chamber of Commerce, became president of the Union Elevator Company and vice-president of the Empire Elevator Company and Atlantic Elevator Company. He was a man of sterling character. A wife and an adult son and daughter mourn his death.

C. E. Achorn, Sutherland, Ia.: "I am very much pleased with your AMERICAN ELEVATOR AND GRAIN TRADE, and think that the money spent is the best investment I have."

Malted barley, amounting to 1,387 bushels, was imported in December, against 200 bushels in December, 1891; and for the year the imports were 5,589 bushels, valued at \$6,540, compared with 4,075 bushels, valued at \$5,358, for the preceding year.

KANSAS DEALERS WORKING FOR A CLEAN BILL OF LADING.

Our last issue contained notice of the action of the Kansas grain dealers in their effort to secure correct weights and a clean bill of lading. The meeting at Salina was a success in that the attendance was good and the work dealers were called there to do was accomplished. A permanent organization was effected with the following officers: President A. P. Collins, Secretary H. Work of Ellsworth and Treasurer C. R. Underwood. The principal object of the meeting is shown by the following resolution which was adopted:

Resolved—By this meeting that it is to the interest of all grain shippers of the state of Kansas that a bill be presented to the law makers of this state, having for its object their protection against the excessive shortage in weights between the points of shipment and destination; said bill to provide that all railroad companies shall provide track scales of 100,000 pounds capacity at all stations shipping one hundred or more cars of grain per annum. That they carefully weigh all cars of grain shipped, over said scales, and receipt to shipper for same; that shippers shall have the right to be present at said weighing; that railroad companies shall be responsible for the delivery at destination of all grain receipted for; that a competent attorney be employed to prepare a bill as above provided for; and that this meeting appoint a committee in every county in the state to prepare a petition, well signed and with a copy of this bill attached, to be presented to their respective representatives and senators; and that this body collect \$1.00 of each grain firm for the purpose of defraying all expenses; and that a committee of ten good workers be appointed to go to Topeka at the proper time and urge the immediate passage of this bill, and the committee shall be allowed for expenses, \$2.50 per day and mileage, for not to exceed ten days. In addition to the committee of ten, there shall be one person from each representative district in the state selected to go to Topeka with the committee of ten to assist at their own expense.

A committee was appointed to consult with an attorney, and with his assistance prepare a bill as provided for in the above resolutions, to be presented to both houses of the legislature. This committee consisted of S. M. Sanford of Minneapolis, A. P. Collins and Taylor Miller of Salina, H. J. G. Neumiller of Solomon, A. C. Plumb of Lyons, A. W. Wickham of Salina and H. Work of Ellsworth. It was further ordered that this committee should send copies of the proposed bill to each of the delegates selected in the various representative districts, requesting that they obtain as many endorsements to the bill as possible. The committee is to have general oversight and management of the bill and will solicit one dollar from each grain dealer in the state to pay all expenses incurred.

In accordance with this resolution a bill entitled "An Act for the Protection of Shippers of Grain and Seed" has been drawn up and introduced in the Senate by Senator Forney. It is known as Senate Bill No. 16 and provides as follows:

Be it Enacted by the Legislature of the State of Kansas:

SECTION 1. That each and every Railway Company operating a railway wholly or partly within this state shall, on or before the first day of July, A. D. 1893, construct and provide and thereafter keep and maintain in good order, a track or car scale of sufficient capacity, and suitable for weighing grain in carload lots, and in the car, at each and every town or station upon its line of railway, or of the line of railway operated by it—from which the aggregate of grain shipments on all railways shall be one hundred cars or more, of grain and seeds during the year of 1892.

SECTION 2. Any town or station, not now entitled to track scales under this act, but from which there shall hereafter be shipped in any calendar year one hundred cars or more of grain and seeds, shall be entitled to the benefits of this act; and any Railway Company operating a railway upon which such town or station is located, shall construct, provide, keep and maintain a track or car scale at such town or station, as provided by section one, within six months after the expiration of such calendar year.

SECTION 3. At stations not now entitled to car scales, by the provisions of this act it shall be the duty of such Railway Company to weigh at one of the stations nearest to such station having no such scales, such cars before and after loading and to give to such shipper a like receipt as provided in section six (6) of this act; provided that such weighing before loading may be on one side of the point of shipment and after loading on the other side of the point of shipment.

SECTION 4. Each Railway Company, operating a railway at any station or town in this state, entitled to track scales under this act, shall correctly weigh all cars immediately before and immediately after being loaded with grain or seeds—said cars to be detached from engine and other cars when weighed, and such weighing to be done in presence of the shipper of such grain or seed, if so demanded by him.

SECTION 5. Such Railway Company shall be entitled to collect and receive from the person shipping such grain or seed, the sum of twenty-five (25) cents for each car of such grain or seed so weighed as compensation for such weighing.

SECTION 6. Each Railway Company, operating a railway wholly or partly within this state, shall be required to give to any person delivering grain or seed in bulk or in sacks to such company for transportation, at any station entitled to track scales under this act, a bill of lading, in duplicate, which bill of lading shall state the exact number of bushels or pounds of grain or seed so delivered to such Railway Company, by whom delivered and to whom consigned; and thereafter such Railway Company shall be responsible to the consignee named in said bill of lading, or to his heirs or assigns, for the full amount of such grain or seed so delivered to such Railway Company, until it shall show that it has delivered the whole amount of such grain or seed to such consignee or his heirs or assigns, provided, however, that if the shortage on any car of grain or seed shall not exceed one-fourth of one per cent. of the amount of grain or seed put in the car, then the Railway Company shall be deemed to have delivered the whole amount of grain or seed in the car. And in any action hereafter brought against any Railway Company, for or on account of any failure or neglect to deliver any such grain or seed, to the consignee or his heirs or assigns, either duplicate

of such bill of lading shall be conclusive proof of the amount of such grain or seed so received by such Railway Company.

SECTION 7. No defense to an action for the recovery of such loss or shortage on grain so weighed by reason of the same having occurred on the line of some other company to which it may have been transferred or which may have received it for shipment, shall be admitted to be made unless all the facts and circumstances of such loss or shortage so occurring on such other line shall be fully set forth in written pleadings filed by the shipping company and affirmatively and fully proved by it.

SECTION 8. Any Railway Company failing, neglecting or refusing to provide and maintain track scales, as required by section one of this act, shall state in its bills of lading given for grain or seed, delivered to it for transportation, at any station or town, entitled to track scales under the provisions of this act, the number of bushels or pounds of such grain or seed, as stated by the person or persons delivering such grain to such Railway Company, and the amount so stated shall be conclusive, and binding upon such Railway Company, as provided in section 6 of this act. Provided, however, that the person so delivering such grain or seed to such Railway Company shall, if required by the Railway Company, make an affidavit that the amount of such grain as stated by him is true and correct.

SECTION 9. Any Railway Company neglecting for six (6) months after the taking effect of this act to put in the car scales, heretofore provided for, shall be liable to a penalty of one hundred dollars (\$100) per day for each station at which neglect occurs until the same are put in as herein provided.

SECTION 10. Any Railway company neglecting or refusing to give to any person entitled thereto a bill of lading as required by either section 6 or 8 of this act shall be liable to a fine of one hundred dollars for each and every such refusal, to be recovered in an action brought in the name of the state in any court of competent jurisdiction, and shall also be liable to the party injured by such refusal for all damages sustained thereby, together with a reasonable attorney's fee, to be recovered by an action in any court of competent jurisdiction. And in all cases in which judgment shall be rendered against a Railway Company for loss or shortage on grain shipped the court shall also render judgment for a reasonable attorney's fee for the plaintiff's attorney. Provided that such attorney's fee shall not be allowed unless written demand be made upon the agent of the station at which grain was shipped for payment for such loss or shortage thirty (30) days before the beginning of such suit.

SECTION 11. This act shall take effect and be in force from and after its publication in the official state paper.

MANITOBA GRADES, EXPORTS AND ELEVATORS.

At the annual meeting of the Winnipeg Grain Exchange, President Mitchell delivered an address from which we take the following:

"Some changes have been made in the inspection laws at terminal elevators, providing that all grain 'inspected in' or certain grades, must be 'inspected out' on the same grades, and if any admixture is made in such elevators, it must be so stated on the manifesto and certificate. This action may at first thought seem harsh, but I am firmly convinced that it is only by putting on such safeguards and restrictions that you can establish absolute confidence in our inspection laws, and make documents from such terminals, safe and desirable collateral security, and it will evidently be of decided benefit to such individual shipper and receiver, as well as to the country at large. Arrangements have also been made whereby surveys on the Port Arthur as well as Manitoba inspection can be held in Winnipeg at a moment's notice when necessary at a nominal cost.

"Owing to the tariff arrangements of the United States which impose a duty of 25 cents per bushel on all Canadian wheat which is consumed there, and even though it may grade No. 2 spring in Chicago and No. 1 northern in Duluth and New York, it is shut out of the speculative markets, as it cannot be applied on forward contracts unless the duty is paid, so that when the home demand of wheat in the United States or speculation advances prices above an export basis, the fact that our wheat can only go for export is taken into account by the buyers there and sells several cents below its actual milling value, compared with the same kind of wheat from Dakota and Minnesota.

"As I previously pointed out, we are compelled to export a large proportion of our wheat through the United States ports, and the railroad and warehouse men discriminate against bonded wheat, because they have to preserve its identity, and wheat which would be otherwise handled in New York on regular storage and delivery terms is frequently put under demurrage immediately on arrival there at very considerable expense, and exporters will not handle our wheat for the same commission as United States wheat, because of the expense and delay in the New York custom house.

"The construction of elevators is still keeping pace with the requirements of the country, and has again been increased this year by nearly 1,000,000 bushels so that we now have a total capacity of 11,000,000 bushels, including Fort William and Port Arthur. The question of building a transfer and storage elevator in Winnipeg has received considerable attention from your exchange, and resolutions have been passed endorsing it. The building of a suitable elevator for transferring and handling grade, damp and smutty grain would be of incalculable benefit to the grain trade, as well as to each individual farmer, and I know of nothing that is likely to be of so much benefit to the city of Winnipeg, as it would be the nucleus of an elevator system that would no doubt result in making Winnipeg eventually the largest grain center on the continent. I understand that arrangements are being completed to erect such a building, and will no doubt be carried to completion, if proper encouragement is received from the trade and the city."

RECEIPTS AND SHIPMENTS AT CHICAGO DURING JANUARY.

In January Chicago received wheat, 4,956,130 bushels; corn, 4,809,026; oats, 5,389,674; rye, 188,513; barley, 1,441,139; flaxseed, 416,678, and flour, 402,074 barrels, against wheat 1,672,474 bushels; corn, 3,911,126; oats, 4,332,071; rye, 347,340; barley, 1,473,928; flaxseed, 677,766, and flour, 530,310 barrels, in January last year; wheat, 752,353 bushels; corn, 2,892,666; oats, 4,574,423; rye, 214,167; barley, 1,298,897; flaxseed, 330,562, and flour 369,318 barrels, in January, 1891; and wheat, 694,075 bushels; corn, 7,172,970; oats, 3,696,311; rye, 271,171; barley, 1,336,435; flaxseed, 272,055, and flour, 457,195 barrels, in January, 1890.

The shipments in January were, wheat, 464,134 bushels; corn, 2,399,354; oats, 3,937,349; rye, 143,698; barley, 1,125,471; flaxseed, 371,259, and flour, 329,191 barrels, against wheat, 932,394 bushels; corn, 5,690,388; oats, 5,057,237; rye, 223,554; barley, 1,093,096; flaxseed, 466,201, and flour, 624,824 barrels, in January last year; wheat, 881,187 bushels; corn, 3,070,305; oats, 3,729,762; rye, 297,907; barley, 729,976; flaxseed, 260,261, and flour 337,259 barrels, in January, 1891; and wheat, 461,303 bushels; corn, 8,207,517; oats, 4,181,022; rye, 109,384; barley, 1,009,831; flaxseed, 312,902, and flour, 450,287 barrels, in January, 1890.

VALUABLE BOOKS FOR GRAIN DEALERS.

The following standard works will be sent, postage paid, on receipt of prices given:

ROBINSON'S TELEGRAPH CIPHER.—The publishers have recently revised this excellent work, and we are now prepared to supply the trade. Cloth binding, \$1.50; leather.....\$2.00

WEIGH BOOKS.—Containing 125 perforated leaves with four weigh tickets and four stubs to each leaf well printed upon good paper. The books are well bound. Copies will be mailed to any address for.....\$1.00

CLARK'S VEST-POCKET GRAIN TABLES.—A very useful and handy little book for grain buyers; to be used in reducing to bushels any quantity of grain or seeds up to 100,000 pounds. Size 2½ by 8½ inches, 16 pages, Leatherette.....75c

KINGSLY'S DIRECTORY is the only complete work containing the name and address of every firm engaged in the following lines of business: Milling, grain, flour and feed, hay and straw, butter and eggs, fruit and produce, malting, brewing, distilling and poultry. Over 500 pages, octavo, substantially bound in cloth. Indispensable to those who wish to reach the lines of business named above. Price.....\$3.50

POUNDS TO BUSHEL—These tables which show the number of bushels in any quantity from 20,000 to 70,000 pounds were compiled for the Chicago Grain Inspection Department. They are well printed on good paper and conveniently arranged for quickly finding the number of bushels in a carload. Each book contains ten leaves and each leaf is indexed at margin and printed on one side only. Each book is neatly bound in cloth. They will save clerks much labor and prevent errors in reduction. Price for "OATS" \$1.00; "BARLEY" \$1.00; "CORN AND RYE" \$1.00. The set.....\$2.50

GRAIN DEALERS' AND SHIPPERS' GAZETTEER.—A new publication containing the grain inspection rules for the states of Illinois, Wisconsin, Minnesota, Michigan, Ohio and Missouri, and a complete list of the names of grain dealers and shippers on twenty-five railroads which penetrate the principal grain growing territory of the country. The names were collected recently by the aid of the railroad companies, so the names of no retired firms are given, making it reliable and by far the best book of the kind published. It is well bound and contains 370 pages. Price.....\$3.00

DAVIS GRAIN TABLES.—These tables give the value of any number of bushels of produce weighing 60 pounds to the bushel from 25 cents to \$1.25 per bushel, and the value of any produce weighing 32, 48 and 56 pounds to the bushel at 15 cents to \$1.50. The book also contains Davis' Dockage Table which gives the amount to dock any load of wheat up to 600 bushels at 1½ to 5 pounds dockage. The book contains 219 pages of tables, printed on good paper, with large type, and well bound in cloth. The book is a new publication, and the arrangement of the tables is much more convenient than in some of the old publications. Price.....\$1.25

CLARK'S GRAIN TABLES.—This work is published in several different forms, for use in different lines of business. In these tables pounds are reduced to bushels, so that a buyer can quickly determine the correct number of bushels in a load without doing any figuring. Their use effects a saving every day of more than time enough to pay for them. The edition intended principally for reducing team scale weights to bushels contains nine tables, and is bound in paper. Price 50 cents. This will be found invaluable to country buyers. A new edition, intended for shippers and commission merchants, reduces any quantity up to 64,000 pounds to bushels. It contains sixteen tables, and is neatly bound in cloth. Price.....\$1.50

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PREPARING FOR THE IMMENSE TRAFFIC INCIDENT TO THE WORLD'S FAIR.

The management of the Baltimore & Ohio Railroad is preparing for an immense business in 1893 while the World's Fair is open in Chicago. The terminals at Chicago are capable of accommodating a much heavier traffic than is now being done, and important changes are being arranged for the handling of very heavy freight and passenger business to the West from New York, Philadelphia and Baltimore. New equipment for largely increased passenger business and an extensive stock of freight cars have been ordered. The various roads of the system will be improved by straightened lines, reduced grades, extra side tracks, and interlocking switches. The new line between Chicago Junction and Akron has shortened the distance between Chicago and Tidewater twenty-five miles, and between Pittsburg and Chicago fifty-eight miles.

The distance between Chicago and Pittsburg and Chicago and Cleveland by the construction of the Akron line and the acquisition of the Pittsburg & Western line and the Valley Railroad of Ohio is about the same as via the Lake Shore from Cleveland to Chicago, and by the Pennsylvania from Pittsburg to Chicago. The alignment is to be changed and grades reduced to a maximum of twenty six feet. It is expected that within twelve months the old Baltimore & Ohio through line between Chicago and the Atlantic Ocean will have passed away and the new line via Pittsburg be established, with no greater grades or curvature than on any of the trunk lines.

Work has already begun east of Pittsburg to meet improvements making west of Pittsburg. These improvements will consist of additional second and third tracks, a general correction of the alignment, and completion of the double track on the Metropolitan Branch. It is expected that the new through line will be ready simultaneously with the completion of the Belt Line through the city of Baltimore, which is intended to unite the Washington branch with the Philadelphia division and do away with the present line via Locust Point. Forty new and powerful locomotive engines were added to the equipment during the last two months, and others are in process of construction. The permanent improvements now under way and in contemplation involve the expenditure of some \$5,000,000.—*Baltimore American.*

Miscellaneous * * * * Notices.

SEEDS FOR SALE.

Alfalfa, Jerusalem, red and white Kaffir Corn, Milo Maize, cane seed and millet, for sale. Fresh stock. Address

W. P. HAYWOOD, Lakin, Kan.

FOR SALE.

Farm of 480 acres in Beaver township, Iroquois Co. Ill. Fenced and cross fenced. Artesian water. Splendid farm land. Price \$25,000. Will make terms. Address

J. W., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

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A man is wanted to take charge of a system of elevators as general manager. Plenty of business and well paying. Party must take interest at reasonable price as guarantee of faithful performance of trust. Address

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The value of wheat or any grain at 60 pounds to the bushel, for any amount less than 100 bushels is shown without addition or multiplication, and for any amount over 100 and under 1,000 bushels, with but a single addition; at any price from 25 cents to \$1.25 per bushel. The value of bushels and pounds of other grain also is shown at 56, 48 and 32 pounds to the bushel at any price from 15 cents to \$1.50 per bushel. Price, postpaid, \$1.25. Address

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Kingsley's Directory is the only complete work containing the name and address of every firm engaged in the following lines of business: Grain, milling, flour and feed, hay and straw, butter and eggs, fruit and produce, malting, brewing, distilling and poultry. New edition, thoroughly revised. Over 500 pages octavo, substantially bound in cloth. Indispensable to those who wish to reach the lines of business named above.

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J. M. BROWN, President. H. ROSENBERG, Vice-president.

JNO. E. BAILY, E. P. BURLINGAME,

Secretary and Treasurer. Superintendent.

OFFICE OF GALVESTON WHARF COMPANY'S ELEVATOR.

GALVESTON, TEXAS, Jan. 24, 1893.

J. A. DeMuth, Oberlin, Ohio.

DEAR SIR.—Your Cipher Beams, ordered for fourteen 60,000-pound scales in this elevator, are a very valuable addition to our facilities for recording weights as they are indicated on the beam and counterpoise; and they banish doubt and anxiety when weights are the subject of investigation, because they establish the truth, or falsity of the record. Expedition in comparing the weigher's tickets with the cipher, usually gives notice of errors while the requisites for praise rectification remain available.

Shippers who inspect the record and cipher which denote the weights of their consignments can have no misgivings concerning the accuracy of the entries made by the weigher. Hence, weighers will appreciate it, as it contravenes suspicion and imparts assurance. Those who, in weighing, prefer certainty to doubt, should give your device a practical test.

I send you a photograph of the appliance in position, ready for the weigher to read its combination.

Your truly, C. P. BURLINGAME, Supt.

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An elevator located in Central Illinois on I. C. R. R. is for sale. Capacity 35,000. Address

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One No. 3 Barnard & Leas Warehouse Dustless Wheat Separator, and one No. 5 Excelsior Oat Clipper, Separator and Grader combined, both machines in good condition about as good as new, for sale cheap. Address

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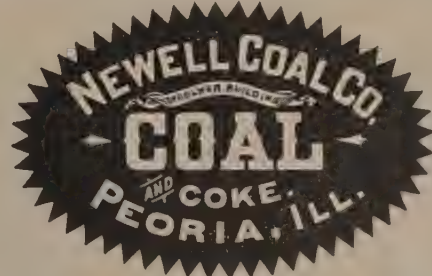
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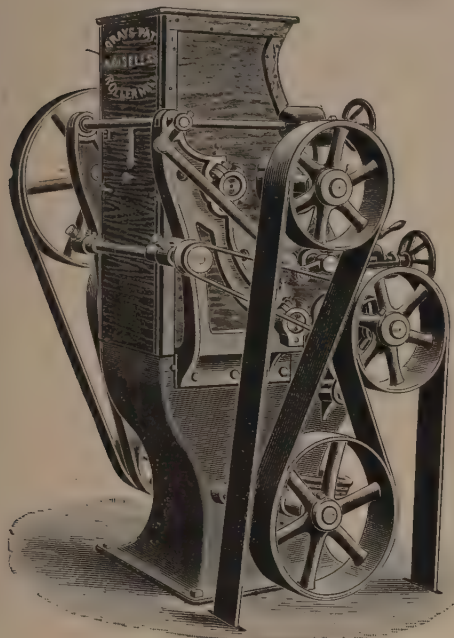
REFERENCE—The Ohio Valley National Bank.

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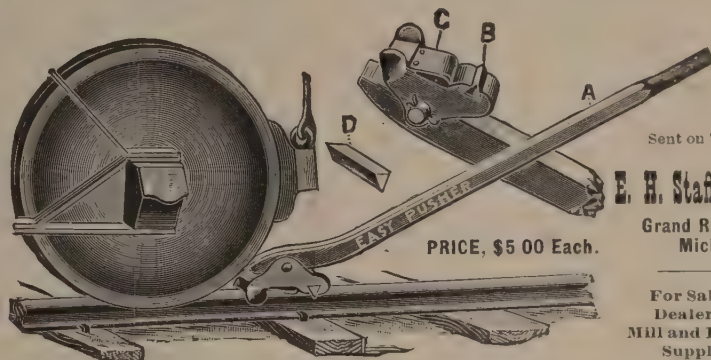
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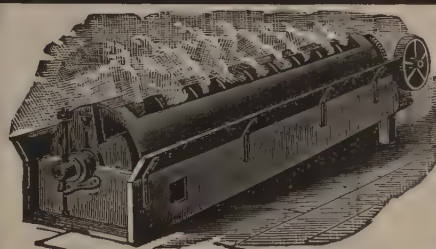


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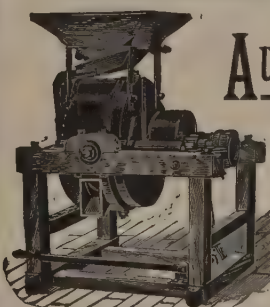


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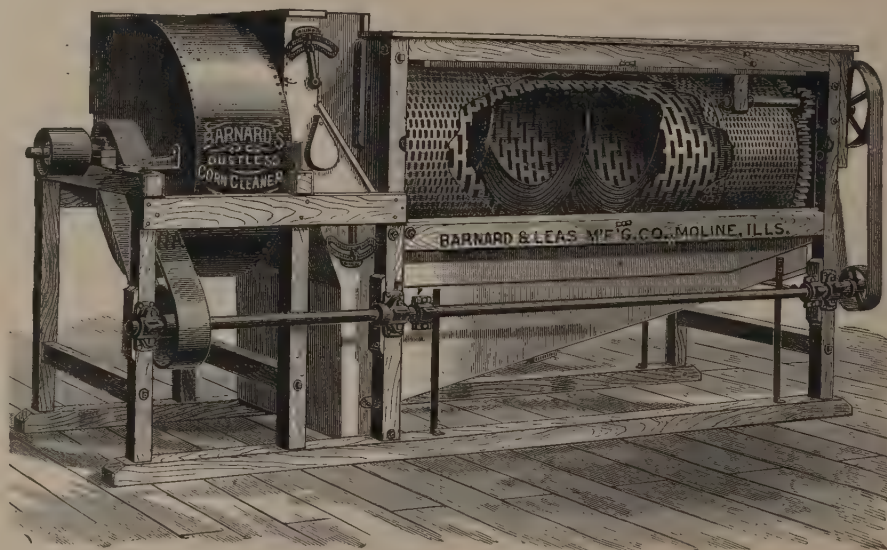
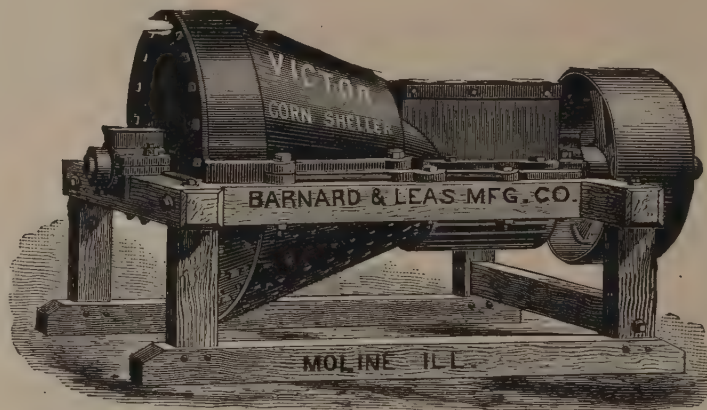
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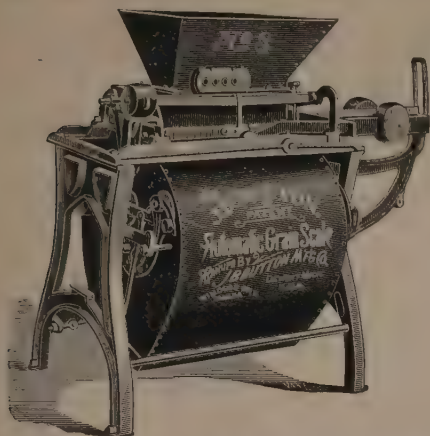
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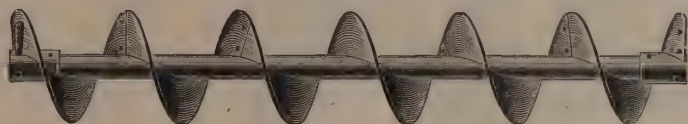
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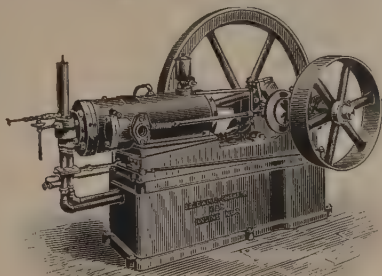
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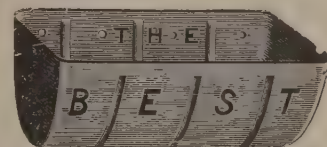
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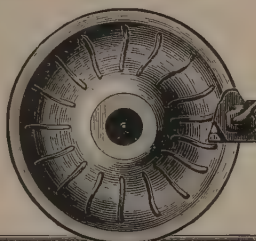
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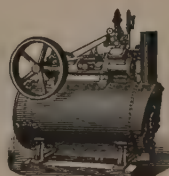
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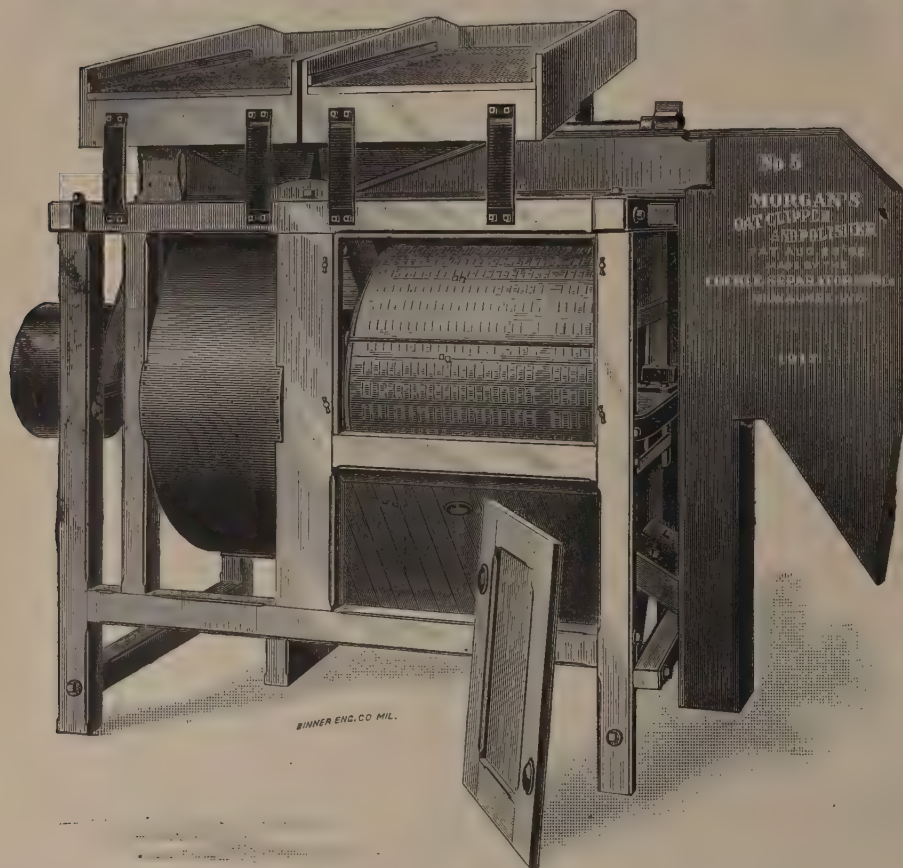


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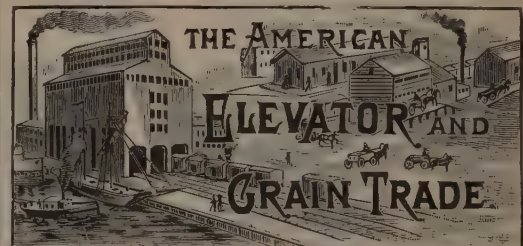
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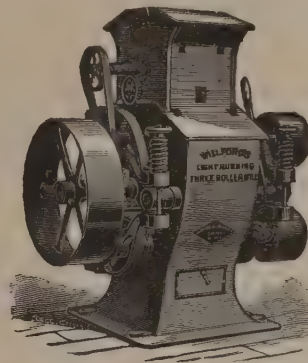
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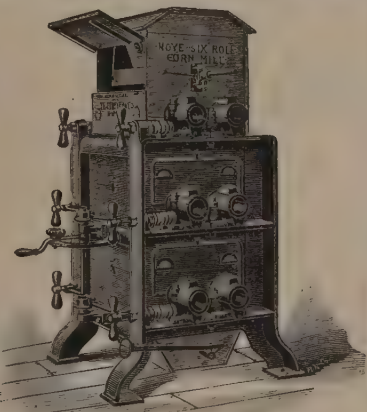
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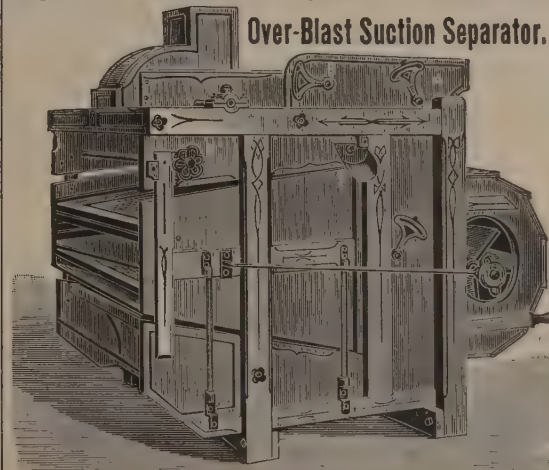
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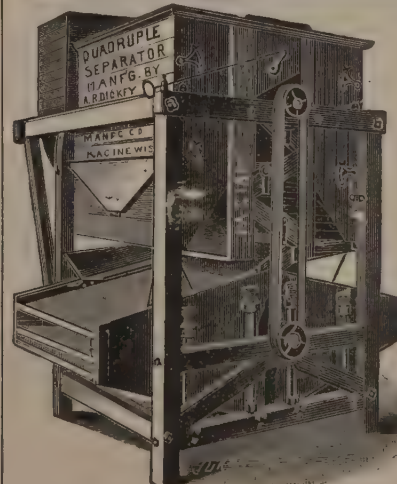
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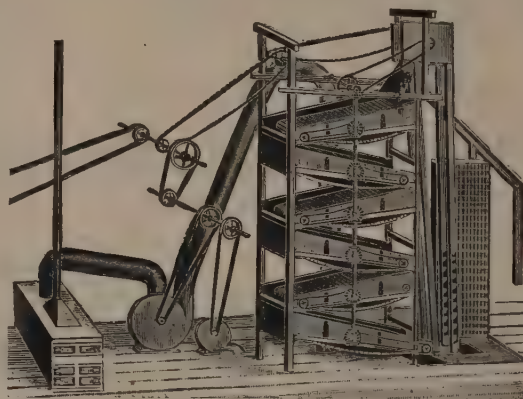
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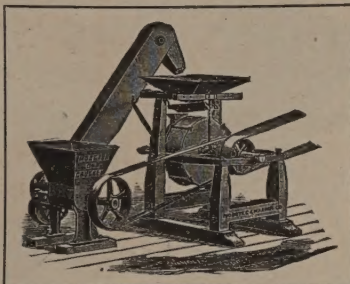
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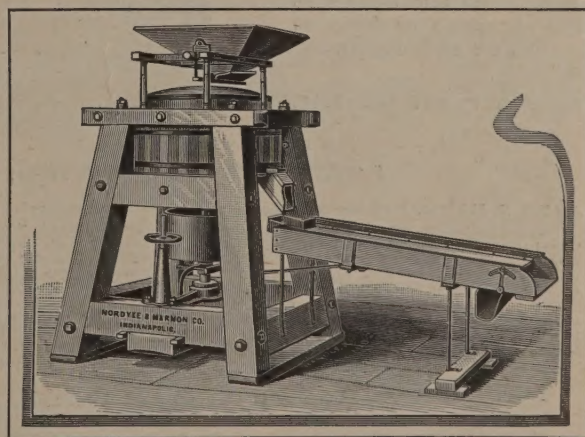
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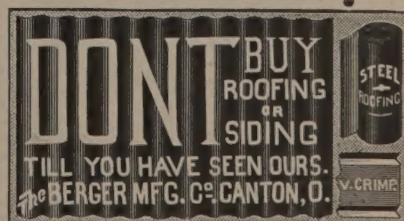
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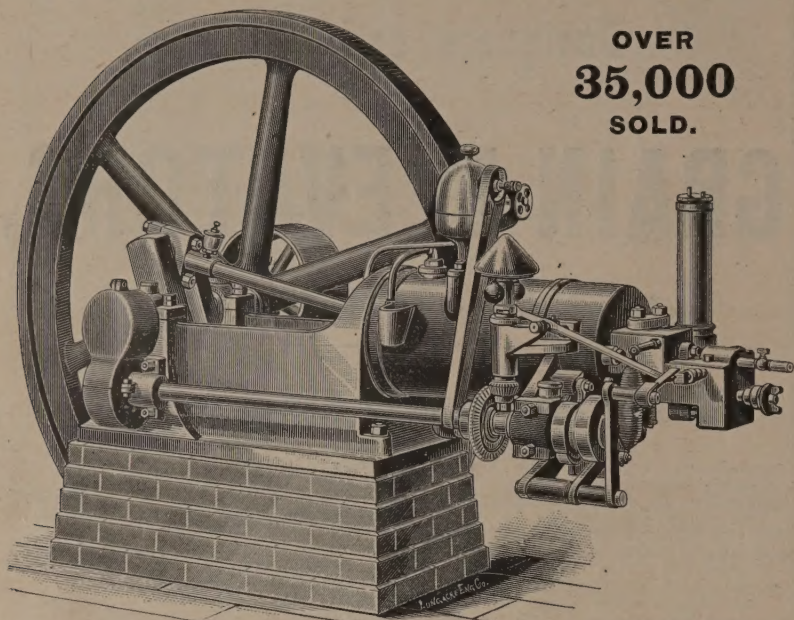
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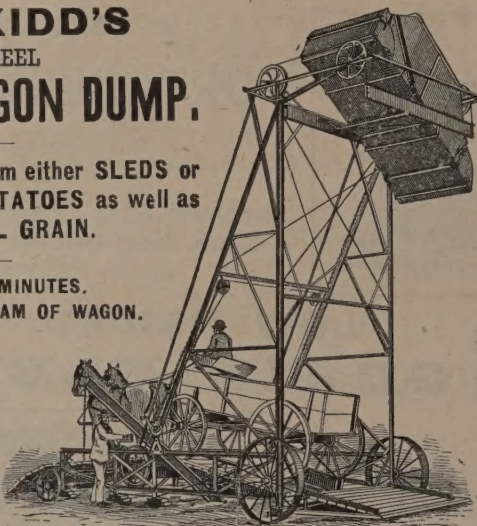
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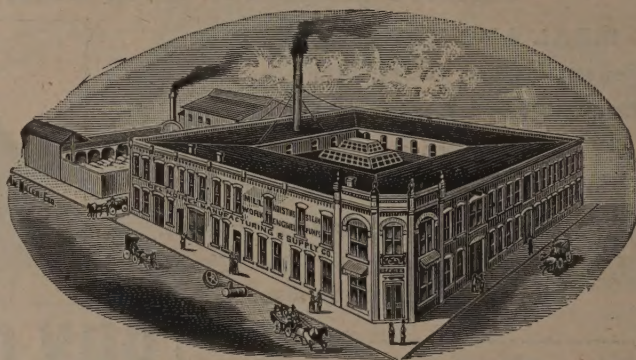
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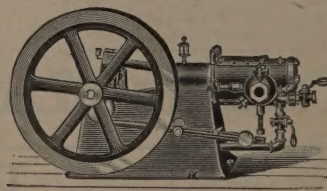
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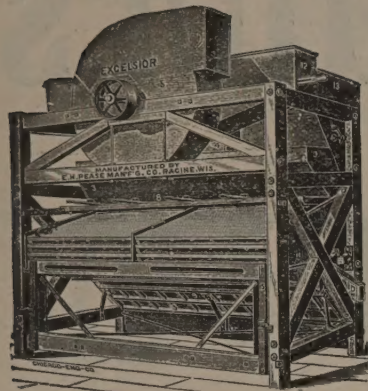
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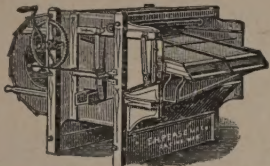
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Cleans, Separates and Grades Perfectly.
HAS NO SUPERIOR IN THE WORLD.

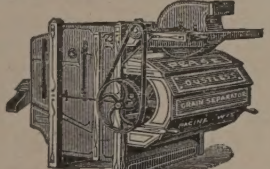
FAMOUS HAND OR POWER CLEANERS & COUNTRY ELEVATORS.



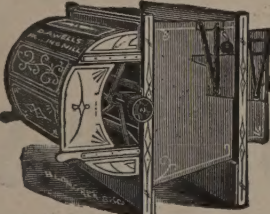
Pease Side Shake Mill for Warehouses.



Pease End Shake Mill for Warehouses.



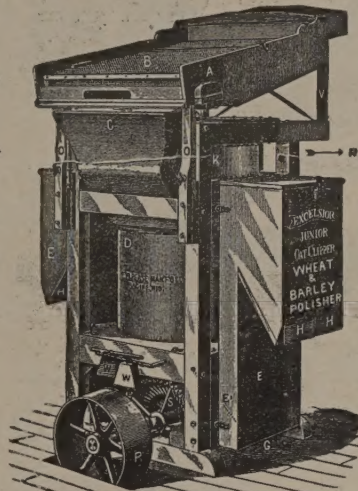
Pease Dustless Separator for Warehouses and Mills.



"Wells" Warehouse Mill.—Extra Large Capacity.

IT WILL PAY

YOU
TO GET OUR
CATALOGUES
PRICES
AND PROOFS OF
SUPERIORITY
BEFORE BUYING
ELSEWHERE.



EXCELSIOR JUNIOR

Oat Clipper, and Wheat and Barley Polisher, is the Simplest, Most Compact, LIGHTEST Running, Quickest Adjustable Machine of its kind made

WE FULLY WARRANT

THE

SUPERIORITY

OF THE

MATERIALS USED,
THE CONSTRUCTION and
Operating Qualities

OF ALL OUR

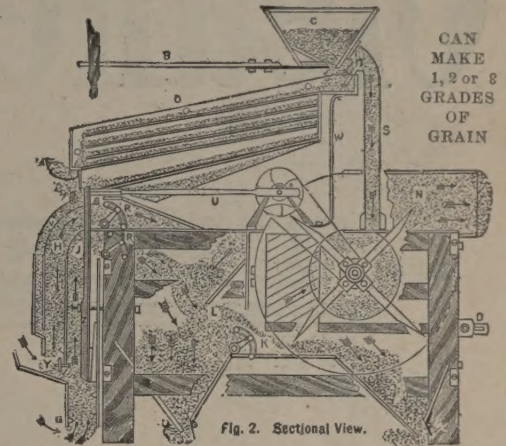
MACHINERY.

ADDRESS

—ALL—

LETTERS CAREFULLY

—TO—



CAN
MAKE
1, 2 or 3
GRADES
OF
GRAIN

Fig. 2. Sectional View.

EXCELSIOR SEPARATOR AND GRADER.

The Finest Wheat or Barley Machine on Earth



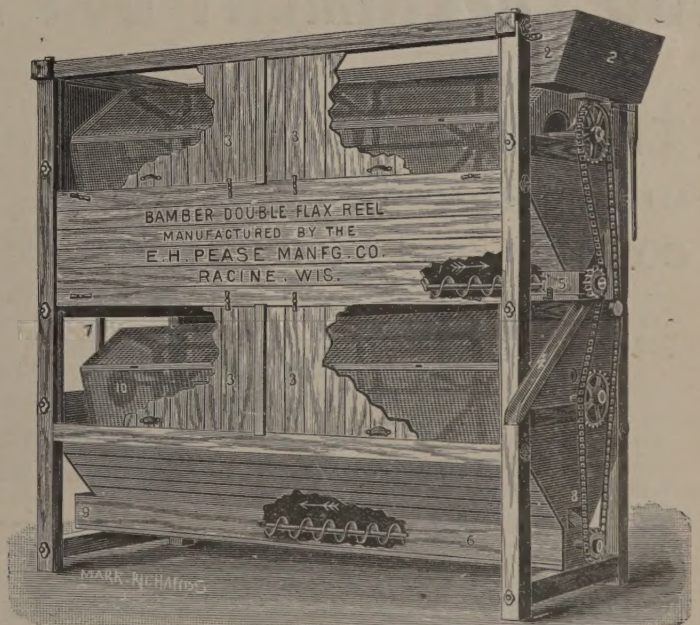
SAFEST,
MOST DURABLE
—AND—
POWERFUL PULLER
KNOWN.

HANDLES 1 to 20
Loaded Cars at once
on STRAIGHT and
LEVEL TRACK
and pro-rata on
GRADES and
CURVES.

"HERCULES" POWER CAR PULLER.

OUR FLAX REELS

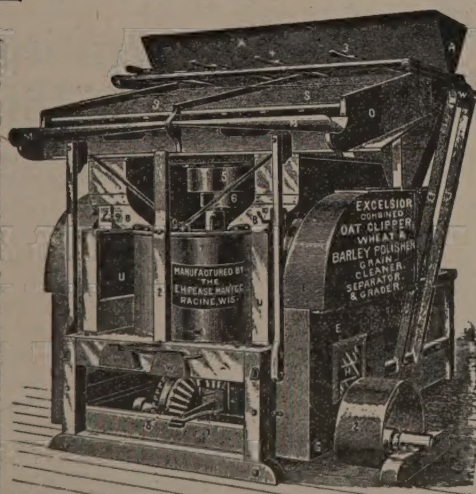
Are Adopted and in more General Use by
THE MOST EXTENSIVE FLAX HANDLERS
Throughout the United States, than any similar Machines made



BAMBER DOUBLE FLAX REEL
MANUFACTURED BY THE
E. H. PEASE MFG. CO.
RACINE, WIS.

Made with 1, 2 or 4 Reels in one Chest, and with or without
'Scalping Shoe.'

Reels of any desired style or dimensions made to order.



EXCELSIOR COMBINED

Oat Clipper, Polisher, Separator, Grader and General
Dustless Elevator Separator.

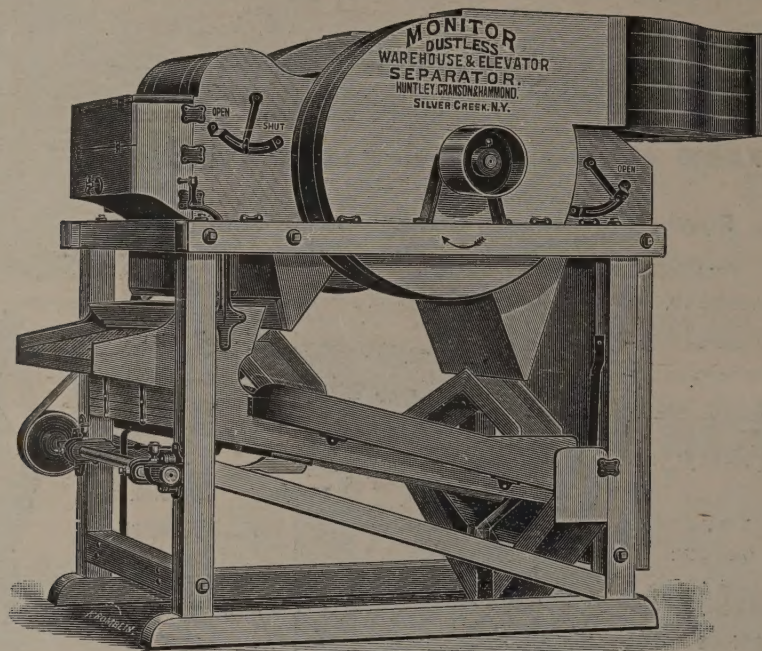
This Machine has no Legitimate Rival in the World.
Send for particulars.

E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.

SEE OPPOSITE PAGE.

Cleaners for Elevators

THE MONITOR



CAN BE REGULATED TO CLEAN ALL KINDS OF GRAIN,
AND DO IT JUST AS REQUIRED.

NO EXPERIMENT BUT A DEMONSTRATED SUCCESS.

The Monitor Elevator Separators are now in successful operation in a large number of the prominent cleaning elevators in this country, and in every case operators are enthusiastic in its praise.

**It is the simplest machine made for the purpose.
It takes less power than any other.
It is easier to operate, requiring less care and attention.
It is easier placed, and spouted to.**

N. B. Every one of the leading cleaning elevators built during the last three years adopted the "Monitors." Comment is unnecessary. Write for descriptive circulars and full particulars to

A. F. SHULER,
420 Third Ave., South, Minneapolis,
Manager Northwestern Branch.

B. F. RYER, Special Agent and Superintendent of Sales,
799 West Monroe Street, CHICAGO, ILL.

HUNTLEY, CRANSON & HAMMOND,

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